DeLoreanWorld

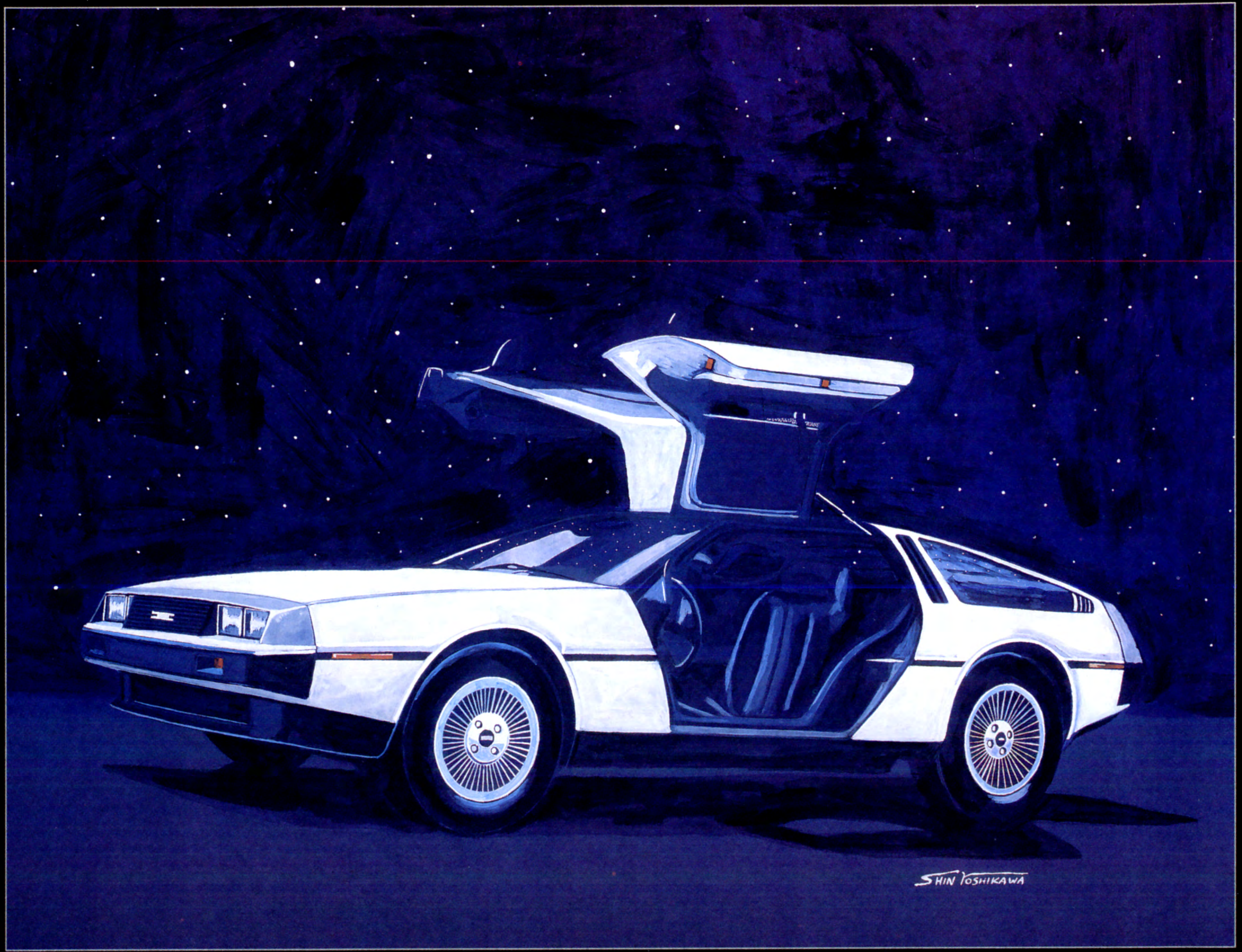
Published Quarterly by the DeLorean Owners Association Volume 14, Number 4; Autumn, 1997

FLIING
California
D LOREAN
DMC

STAINLESS
STEEL TEST
CARS

L.A.
GRAND PRIX

EXPO '97
SNOWMASS



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DELOREAN WORLD
DeLorean World, Volume 14, Number 4; Autumn, 1997

ON THE COVER
Photograph: Ray Haug
DeLoreans in the Rockies.

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PRESIDENT'S MESSAGE

By Linda Porter

With the election of the Association's Board of Directors in August, new officers were chosen at the September board meeting. Some changes and additions were made to the lineup. The office of Vice President was separated from those of Technical and Activities Directors. This was done to more equitably spread the responsibilities among board members.

Jim Hales takes over as Advertising Director for DeLorean World. Jim has served as Parades Director the past few years. That position has evolved, and now the Director tracks numerous car-related events around the country, and reports these events for publication in our magazine as well as on the Association's web site. Don Sigler has been elected the new Parades/Events Director and will also serve as our official photographer.

Ray Haug continues as our Internet Director. This was an easy decision after the fine job Ray did as Web Site Committee Chairman.

The new Museums Director is Hank Breer. He will investigate and report on museums that boast a DeLorean in their collection.

Another newly created position is Hospitality/Raffles Chairman. Delores Hales was the perfect choice for this job. If you have ever taken part in a raffle that Delores has organized, you will agree … especially if you were a winner!

As President and Activities Director, it could be said that I wear two hats. Please, no cracks about two heads. I like to think of these hats in realistic terms. When I'm planning an Expo, I put on my party hat. It's big and showy; kind of a Carmen Miranda headpiece. When I get into the Presidential mode, I need to be more business-like. Can't quite picture myself in a homburg yet, so will have to wear the felt fedora.

In this issue, you will read about Expo '97 held in Snowmass, Colorado this past Labor Day Weekend. Picture-perfect weather, beautiful high altitude scenery and a comfortable camaraderie all combined to make this Expo one of my personal favorites.

Still wearing that big flowered hat, I write the first article about the site of our 1998 Expo, Los Angeles, California. From the classical beauty found in the city's art museums, to the campy, even macabre Hollywood scene, the city has something for everyone. It was hard to narrow it down to a few inches of type.

This issue marks the start of David Knudson's term as DeLorean World Editor. David has many ideas he plans to implement in the coming months. Two of those make their appearance in this issue. *WHO'S WHO* will spotlight people influential in the World of DeLorean. The new *LETTERS to the EDITOR* feature will offer the opportunity for some inter-active communication between readers and Editor.

Did you know a Stainless Steel concept car was made in 1936, or that the first Grand Prix and Rally was held in Los Angeles this past Labor Day weekend? Read all about it in this latest issue of Delorean World!

DeLoreanWorld

DeLorean World, Volume 14, Number 4; Autumn, 1997

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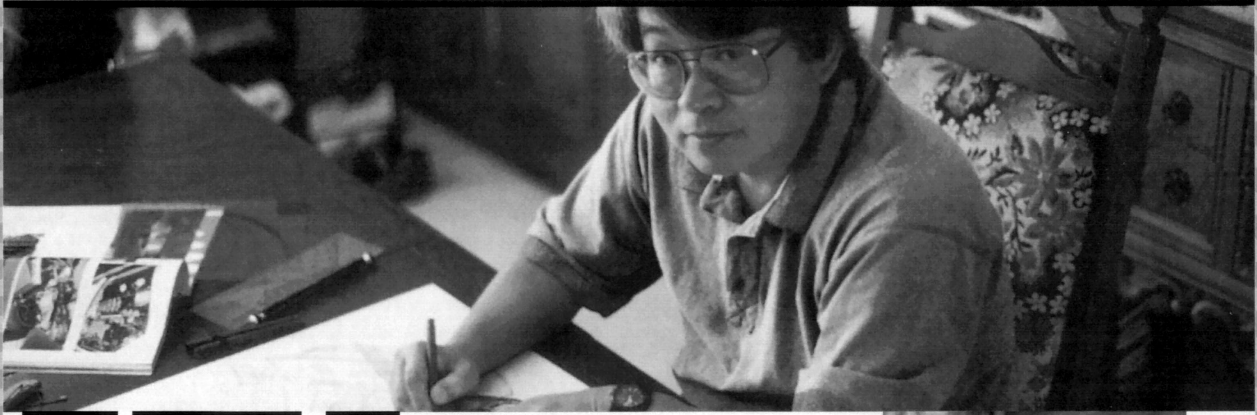
CALENDAR OF FUTURE CAR EVENTS

Do you know of any events that are not sponsored by the DeLorean Owners Association but may be of interest to DeLorean owners? To inform our readers about shows, meets or places of interest to DeLorean owners, we present this events calendar. Please submit the following information for each event:

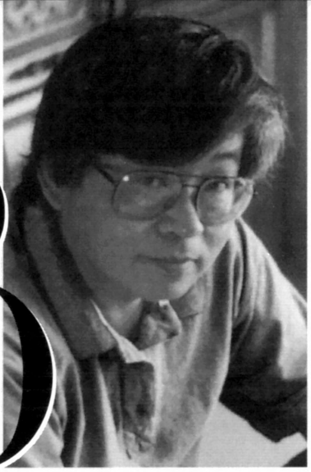
Location *(state, city/town, place)*
Date *(three or more months ahead of time you receive each issue)*
Name, address and telephone number *(for further information)*
Hold the notice size to 30-40 words

Please submit entries to:
Hank Breer, 1946 N. Harding Ave., Altadena, CA 91001

1997	
NOV. 29-30:	**Rick Cole's Thanksgiving Weekend Classic Auction** – Hyatt Newporter Resort, Newport Beach, CA (619) 350-0800
NOV. 30:	**Antique Attraction's Fifth "Sunday Devonshire-n-Lindley Car Show"** – Northridge, CA (562) 633-3836
DEC. 5:	**Santa Monica Sports Car Club/SCCA Navagational Rallye** – (310) 372-7168
DEC. 5-7:	**"PS Holiday Weekend Getaway II"** – Palm Springs, CA, Mimi Breer (626) 798-6279, e-mail: hbreer@ix.netcom.com
1997-1998	
DEC. 26-JAN. 1:	**National Capitol Area International Auto Show** – Washington, D.C. Convention Center (301) 670-1111
1998	
JAN. 2-11:	**Greater L.A. Auto Show** – Los Angeles Convention Center, Los Angeles, CA (310) 444-5965
JAN. 9-19:	**North American International Auto Show** – Cobo Convention Center, Detroit, MI (810) 643-0250
JAN. 14-25:	**Brussels International Auto Show** – Palace of Motors & Cycles, Brussels, Belgium
JAN. 14-18:	**49th Grand National Roadster Show** – Oakland Coliseum, Oakland, CA (916) 487-3994
JAN. 27-FEB.1:	**Greater Portland Oregon International Auto Show** – Convention Center, Portland, OR (800) 345-1487
JAN. 28-FEB. 1:	**CAVALLINO Ferrari Classic** – The Breakers, Boca Raton, FL (561) 994-1345
FEB. TBA:	**Chicago Auto Show** – McCormick Place, Chicago, IL
FEB. 18-22:	**San Diego International Auto Show** – Convention Center, San Diego, CA
FEB. 28:	**Second Palm Springs Charity Classic Car Show** – Del Webb's Sun City, Palm Desert, CA (562) 869-4977
MAR. 5-15:	**Geneva International Auto Show** – Palexpo, Geneva, Switzerland
MAR. 6-8:	**Caballeros de Yuma Sixth "Midnight at the Oasis" Festival/Pre-73 Vehicle Show** – Ray Kroc Complex/Desert Sun Stadium, Yuma, AZ (520) 343-1715



WHO'S WHO



NEW FEATURE

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SHIN YOSHIKAWA, THE ARTIST OF OUR NEW POSTER

Each issue we will be featuring a profile of a different person. Someone who is influential in the world of DeLoreans.

Shin Yoshikawa was introduced to the Board of Directors by Technical Director, Dick Shipman. Dick had seen several of his automotive paintings in car magazines and suggested that he do a poster illustration for the Association. Everyone agreed so Shin was authorized to begin.

He returned with a selection of rough sketches depicting a DeLorean at several different angles and in various settings. One was chosen for him to finalize. The exceptional results are displayed on our new poster.

Shin was born in Kobe, Japan in 1947. His first love was of the piano and he fully intended to become a professional musician. But, after the purchase of a small sports roadster and stints as a mechanic and Japanese formula race driver, he was bitten by the automotive bug. So much so that he opened a restoration shop.

In 1983, he decided to sell his shop and relocate to the United States. Next came writing and photography assignments. Then, he became interested in doing cutaway drawings of automobiles and received commissions from several auto companies. More and more of his time was becoming devoted to art. "Typically, a cutaway drawing will take over four weeks of 12-13 hour days just to draw. Many additional hours are spent in research," he explains.

Today, Shin paints cutaways as well as complete cars and he has renewed his interest in car collecting. His prizes range from a Citroen convertible to Lotus Elites and Elans.

He says his next major project is to build a large enough garage to house his growing accumulation of unique automobiles.

ELECTION RESULTS

A NEW BOARD OF DIRECTORS HAS BEEN ELECTED

The slate of officers that was mailed to all members was accepted. Then, at the Board of Directors meeting at the Peterson museum in Los Angeles, California on September 7, 1997, the following officers were elected for a term of two years:

Linda Porter, *President / Activities Director*
Jon Spurlin, *First Vice President*
Mary Lou Knudson, *Second Vice President*
Joan Truscott, *Treasurer*
Debbie Spurlin, *Secretary / Publicity Director*
Dick Shipman, *Technical Director*
John Truscott, *Membership Director*
Marcie Haug, *Products Director*
Jim Hales, *Advertising Director*
Ray Haug, *Internet Director*
Jack Balderston, *Parliamentarian*
Millie Bernstein, *Mailing Director*
Mimi Breer, *Historian*
Ed Bernstein, *Concours Director*
Hank Breer, *Museum Director*
Delores Hales, *Hospitality and Raffle Director*
Don Sigler, *Parade Director / Photographer*
David Knudson, *DeLorean World Editor*
Bob Weinreb, *Director at Large*
Susan Weinreb, *Director at Large*
Tom Gomez, *Director at Large*
Barbara Gomez, *Director at Large*

WANTED

WHAT: Any feature length technical article that is published in DeLorean World that has not previously appeared.

WHO: Any member except professionals.

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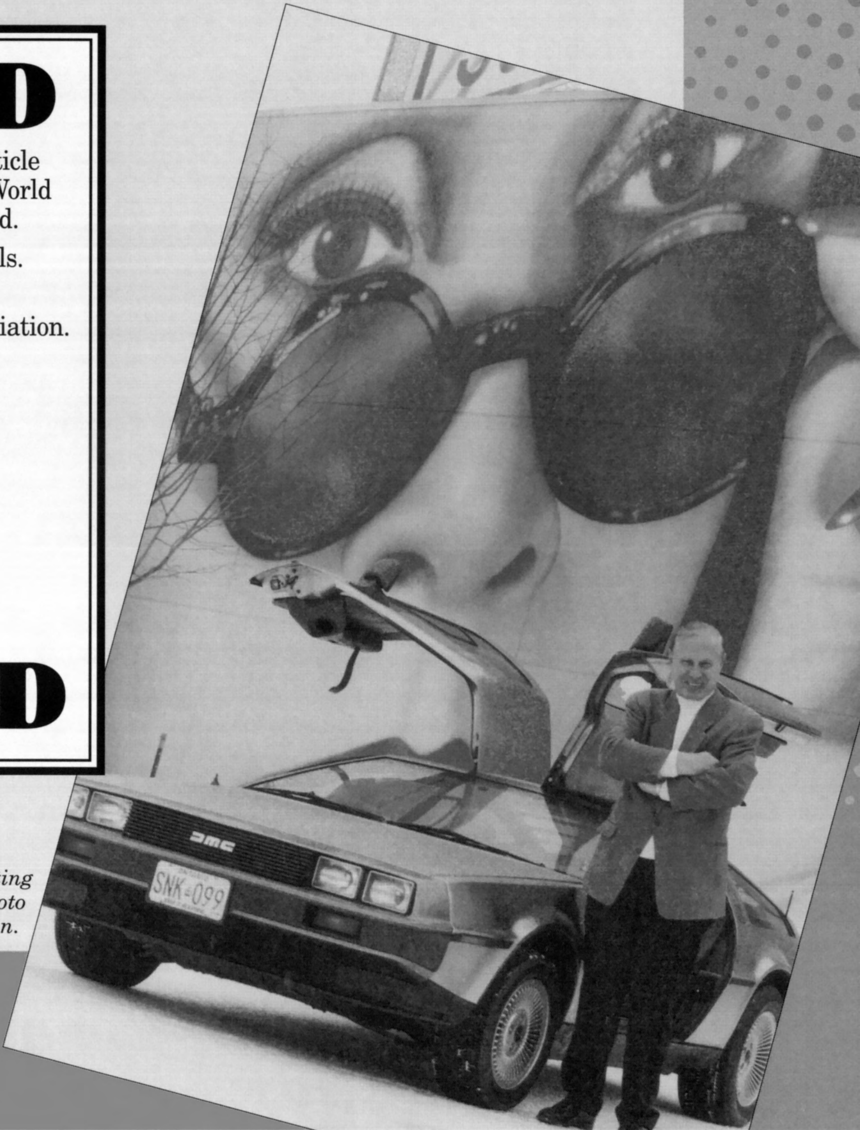
REWARD



Rimas Geleziunas is really getting checked out as he poses for a photo used in an article in the Toronto Sun.

DeLorean World Questionnaire

THANK YOU, thank you...everyone who returned the 'DeLorean Weekend' Questionnaire. We received surveys from Arizona, Canada, California, Florida, Georgia, Illinois, Indiana, Kansas, Michigan, Minnesota, New Hampshire, New Jersey, and New York.

Here are the collated results.
Twenty seven of you returned the following info:

Would you like to participate in a DELOREAN ONLY "Run What Ya Brung" weekend?

YES: 19 NO: 8 (?): 0

Would you be willing to bring your DeLorean to Southern California for this event?

YES: 7 NO: 20 (?): 0

Would it be of value to you to test the limits of your DeLorean under controlled and safe conditions?

YES: 15 NO: 11 (?): 1

Would you enjoy a weekend of high speed driving, professional instruction, an autocross course, and skid pad work at a world class racing venue?

YES: 18 NO: 9 (?): 0

Would you be interested in 'Time Trial' style competition as part of this event?

YES: 17 NO: 10 (?): 0

Would you be willing to pay about $150.00 to enter your car?

YES: 16 NO: 11 (?): 0

Would you , if you don't want to run your car, be interested in working as a member of the event team for the weekend, at no charge to you of course?

YES: 14 NO: 8 (?): 5

Would you be interested in combining this event with an Expo 98 event?

YES: 16 NO: 9 (?): 2

SO, WHERE DO WE STAND?

The fixed cost of putting on an affair similar to the 'Run What Ya Brung' Weekend (as described in the June issue of DeLorean World) is approximately $5,900.00 dollars in Southern California.

A $5,900.00 'Nut' divided by an $150.00 entry fee, translates into about 40 entries committed to our Event for it to break even.

In all, 19 people (including 3 D.O.A. Board Members) have the 'fire in their bellies'.

Of course this falls short (by about 50%) of having enough support to move forward at this time.

However, there appears to be genuine interest expressed by a rather large percentage of the members who returned their surveys.

If there are any more of you who are curious, but you haven't gotten around to responding yet, please take a minute and contact John Truscott at (805) 964-5296. You have to hurry because the scheduling for 1998, at most of the racing venues in this area, is in progress. And normally, they book-out fast.

In the meantime, there are various organizations and clubs that have affairs where you can show up with your 'D' and have a great time driving and socializing with fun-interesting people.

If you want to play, please contact:

1) SCCA, the National Office (303-694-SCCA) or your local chapter. They may have 'introductory' events scheduled at their local tracks. I know that Cal-Club does. Cal-Club can be reached at (805) 252-2231.
2) VARA (Vintage Auto Racing Association) has a regularly scheduled School, (800) 280 VARA.
3) Alfa Romeo Owners of Southern California, has Schools and Time Trials that are 'come one, come all' events. The Alfa Club can be reached at: (818) 994-3549.

Natch', the above mentioned clubs are located in Southern California, because that's where I live, and that's what I've been able to glean from the Motor Sports Scene around here.

So what's going on in your area?

How about sending information regarding venues in your area that are open to 'D' Cars? Maybe you and others in your area will get together and play 'D' on a Road Course close to your own backyard?

"Buckle up! Look down the road! Don't lift!"

– Joe Steuben

DELOREAN WORLD *Letters* TO THE EDITOR

We get letters, we get letters, lots and... oh, enough of that. The point is, we would like to hear from you.

We may need to edit what you send for content and brevity, but we'll be kind. Send your letters to David Knudson - P. O. Box 423, Tujunga, CA 91043

Dear Editor:

I just received the new issue of DeLorean World and noticed the DeLorean Honor Roll of "experienced cars".

Well, I've been busy and haven't had time to write. I've been behind the wheel, if you know what I mean.

My '83 DeLorean (#6647) has 187,000 miles on it, all by me. My '81 DeLorean (#4915) has 257,000 miles, all but 20,000 by me.

I still own both cars and have a total of more than 425,000 miles behind the wheel. Perhaps a record?

Jack Skeens, Camden, Arkansas

Really remarkable Jack. Can anyone beat that? Editor

Dear President:

I just recently realized that all of the members of the Board of Directors live in Southern California. It seems that a world-wide group like the DeLorean Owners Association should have representation from around the world or at least around the country.

What's with this?

Taken from several letters.

Since the founding of the Association by several Southern California DeLorean owners, meetings have been held in that area. Because there are so many details to be covered and decisions to be made in each of our monthly meetings (they usually run 4-5 hours), it is essential that board members be able to attend virtually all of the meetings (the bylaws say at least 80%) to stay abreast of board actions. Some have suggested communicating with out-of-state board members by mail but that would be too cumbersome and much too time consuming. Others have recommended conference calls but that gets very expensive. Editor

Dear Activities Director:

I read the invitation to the convention in Colorado but the cost was very high so we decided not to go. Can't you put together lower cost events?

Dan Toria, San Diego, CA

The first events we ran for Association members were, shall I say, "low priced". The facilities were low cost and the food was the cheapest banquet fare we could get. The complaints were many.

From that point on, we decided that DeLorean owners want something better, so we upgraded our locations and the food quality. Today, many members make a vacation of our Expos and take extra days to see the selected area. Yes, some folks can't afford the cost of every activity or every Expo (I for one). But the Board of Directors wants to make it a very special time for our members. Editor

Dear Members:

We have just returned from the Snowmass extravaganza. Once again proving that the DeLorean is not just a car but an experience ... and what an experience this was.

The scenery and the affair was awesome. Every year the show that the Board of Directors puts on gets more professional. No other group could hope to come close. There is no way we could thank the volunteers - Linda Porter, the Bernsteins, Truscotts, Knudsons, Spurlins, Haugs, Jack Balderston, Chris and others. They also pay their own way just like everyone else. I for one think they should attend gratis, but that's my opinion.

Then there are folks who openly complain that people like Ed Bernstein, Steve Wynne or Rob Grady benefit in their business from belonging to the Association, even though it costs them to sponsor events. I would hate to see Ed's bill for the DeLorean One teddy bears that he gives away every year. Without their efforts, this grand experience would not be possible. Those of us who would criticize need to explore our reasons for doing so. In fact my own involvement with our local Chamber of Commerce translates to the bottom line of our Bowling Center, and the DeLorean's presence in our parade, identifies the DeLorean with our Bowling Center. So all involvement is mutually beneficial.

In addition to the great all around times, there are always some unexpected pleasures. Carol Ann had an interesting talk with some guy named Kevin Costner at the Crystal Palace Theater in Aspen, and I met the mayor of Orlando, Glenda Hood, on a balloon ride and found out we had some mutual friends. "It's a small world after all."

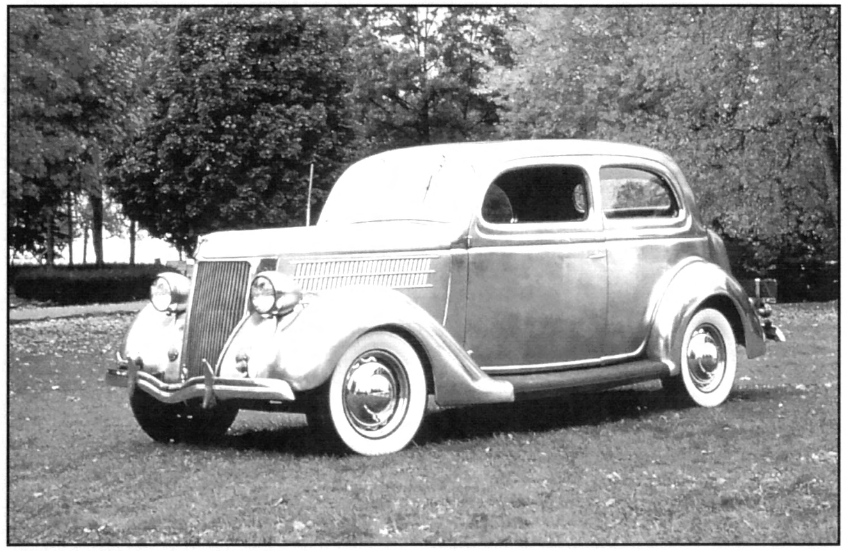
So next year, we're finally having one in California! I urge you members to attend. Perhaps this time we'll get John DeLorean to show up. Consider this our personal invitation, John. Really, John we would like to meet you.

These events have enhanced our lives in many respects. They have formed bonds that are social, personal and professional. Carol Ann and I look forward to many more years to come.

Greg and Carol Ann Gruetzmacher, Mount Dora, Florida

STAINLESS STEEL TEST CARS FROM 1936 STILL LOOK LIKE NEW.

By John Milne
Reprinted by permission of Nickel Magazine.



Nearly sixty years ago the Ford Motor Company produced six deluxe sedans using nickel stainless steel for the bodies in a joint experiment with Allegheny Ludlum Corporation.

The bodies of these cars, made of what is now called S30200 stainless steel, have long outlasted most of the non-stainless components — the standard mechanical and chassis components.

Because stainless steel is inherently tougher than the plain carbon steel used for car bodies, modifications had to be made to use the standard sheet metal tooling used for regular steel body cars.

Much greater pressure is required to form stainless steel panels than for plain carbon steel and "springback" characteristics are quite different.

As a follow-on to the experimental success of the 1936 automobiles, two of the 1960 Ford Thunderbird model and two of the 1967 Lincoln Continental convertible were manufactured of S30400 stainless steel.

Stainless steel sheet, 0.91-1.27 mm thick and unpainted with a polished finish, was used for all the cars and remains that way today.

The new material being demonstrated at the time — chromium-nickel stainless steel — had actually been used in the radiator shell and some other parts on Ford's 1930 Model A car. Allegheny Ludlum had also supplied the stainless steel for the pinnacle of the acclaimed Chrysler Building in New York City in 1929 and was looking for other markets to develop for this remarkable material.

The car bodies emphasized the excellent formability and weldability of the alloy and also attracted attention to its shiny, non-rusting, appearance.

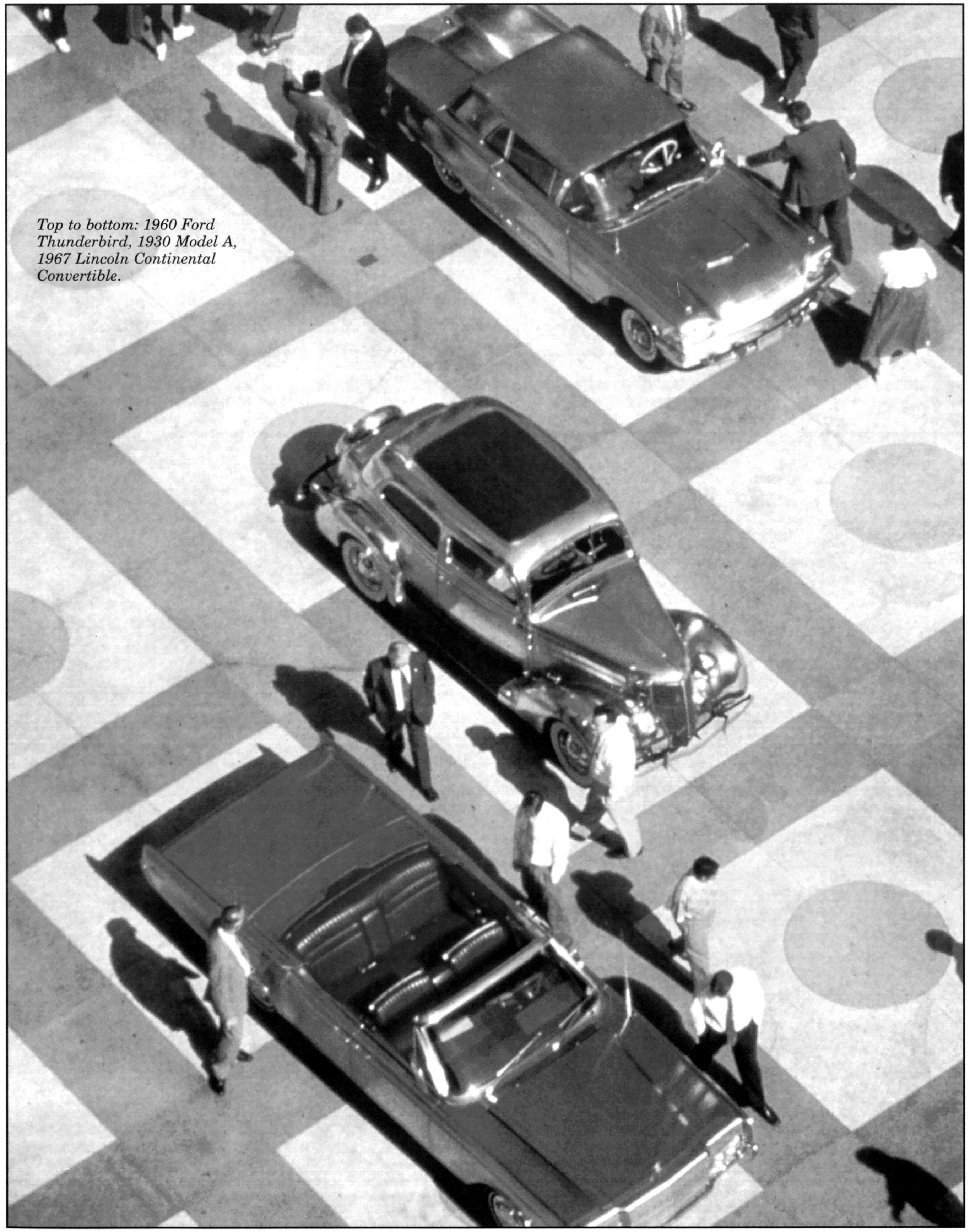
Over the years, some of the six 1936 Fords have changed ownership, but at least four are known to survive, along with two of the 1960 Thunderbirds and two of the 1967 Lincoln Continentals. All appear as good today as when they were made, despite the carbon steel floor pans, frame and mechnical components that had to be replaced several times.

Experience with these cars has also shown that stainless steel panel repair can readily be accomplished by skilled body shop craftsmen familiar with the characteristics and welding of stainless steel.

Although the usual epoxy and body dent filler methods work with stainless steel, they spoil the unpainted appearance. In the event of such non-stainless steel repair, however, it would be possible to resort to painting of the car body and at least have the knowledge that the metal was not going to rust beneath the paint.

Despite the demonstrated success of Ford's stainless steel car bodies, they are not likely to appear as production line automobiles for some time. The prime advantage of stainless steel — its durability — is lost when the undercarriage and mechanical components of the car made of plain carbon steel corrode away.

John Milne, based in Redding, Connecticut, is a consultant to the Nickel Development Institute.



Top to bottom: 1960 Ford Thunderbird, 1930 Model A, 1967 Lincoln Continental Convertible.

PALM SPRINGS WEEKEND

GETAWAY II

DECEMBER 5-7, 1997

By Mimi Breer / Historian

Photo: Ray Haug

Yes, it's happening again – except this time there will be twice the fun. We have been invited to two parades on Saturday, December 6, 1997.

The Tamale Festival in Indio, California is a two day event celebrating the tamale as a holiday food. Part of the Festival is a parade which begins at 10:00 AM on Saturday. This year's Grand Marshals will be Susan Feniger and Mary Sue Milliken, stars of the Food TV Network's series Too Hot Tamales. Cars should be decorated either with holiday decorations (ie. Garlands, wreaths, bows, etc.) or in an international theme.

The Festival of Lights Parade (5:45 PM in Palm Springs) is an after dark parade with a unique twist. Instead of providing lights so the audience can see the parade, the parade provides its own light. Each car must have at least 400 white lights, trucks require 800, and even walking groups must have 20 lights on each person. To heighten the effect, the city turns out the street lighting on Palm Canyon Avenue.

We offer you a choice. Be in one, or both, or neither and just join in the fun. Stay one night or two.

We will be based at the Wyndham Hotel in Palm Springs this year with a holiday dinner, raffle, and awards in the banquet room after the parade. Contact Mimi Breer, Voice: (626) 798-6279, Email hbreer@ix.netcom.com, Fax: (626) 798-9764.

SAN GABRIEL VALLEY

RALLYE

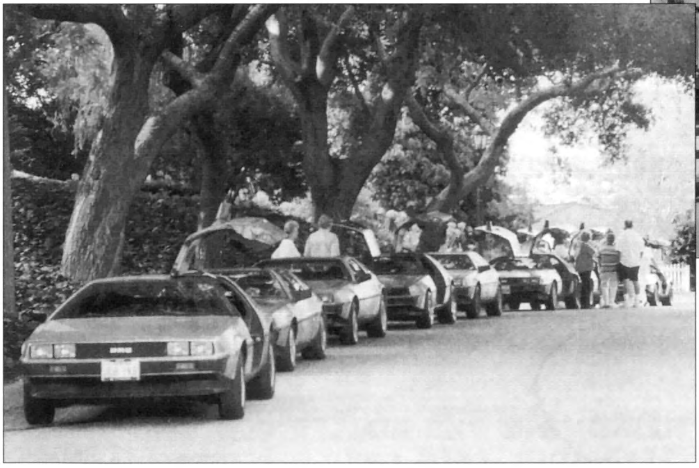
JULY 26, 1997

By Mimi Breer / Historian

Photos: Don Sigler

Southern California DeLorean owners met for a scenic rallye highlighting some of the San Gabriel Valley's colorful history. Seventeen cars wound in and out of Pasadena, Altadena, Sierra Madre, and Monrovia. We drove past historical landmarks, homes used in movies and television, buildings of architectural significance, and even an historic fig tree.

Driving out over Colorado Street Bridge leaving Old Town Pasadena



Lining up for a drive through historic Old Towm Pasadena

A RARE TREAT.

One of the highlights of the afternoon was a stop at the home of Christine and William Shirley. They graciously allowed us to tour an unusual building in their back yard: The Hale Solar Laboratory.

The laboratory was built for the private use of George Ellery Hale by the Carnegie Institution after he retired from the directorship of the Mount Wilson Observatory. Built in 1924, the 21 x 49 foot domed, Mission Style structure is built over a 76 foot deep hole. Sunlight is reflected from the mirrors in the dome and is directed to the bottom of this well to the spectroheligraph, one of Hale's inventions. This fully functional solar observatory was the birth place of many of Hale's inventions.

After Hale's death, the observatory was used for only a short time, then abandoned. Upon learning that the observatory would no longer be Carnegie funded, the Shirleys purchased the property and built their home on the front half. Once their house was completed, they directed their energies to restoring the Solar Lab. In 1989, it became a National Historic Landmark.

A TOUCH OF REGIONAL HISTORY.

As the afternoon progressed, we learned the origin of some of the street names we have driven on for many years. Fair Oaks Avenue, the major NS street in Pasadena was named after the Fair Oaks Ranch, home of Eliza Johnston, a civil war widow, which was itself, named after her childhood home in Virginia. We drove past the Fair Oaks Ranch farmhouse – the oldest wood frame structure in the San Gabriel Valley.

Allen Avenue, another NS street in Pasadena is named in honor of an 1878 settler to the area, Mr. William Allen. Though his original home was demolished in 1928, the home of his son, William still stands and was on our tour.

One of the strangest houses on the tour was a home built by Richard Neutra. The entire house, built in 1934, is constructed of steel. To enhance it's industrial look, the exterior was painted with aluminum paint.

We bypassed one of Pasadena's most recognizable landmark buildings, the Gamble House. Built by notable local architect brothers Greene & Greene, it is recognizable to BTTF aficionados as the home of Doc Brown. Instead, we chose two other Greene & Greene homes. One shared many of the 'typical'

continued on page 26...

STARTERS – Removal, Repair and Replacement

REMOVING – FIG. 7

1. Disconnect Battery
2. Remove Oil Filter (1)
3. Raise R.H. Rear of Vehicle
4. Remove the Three Bolts (2)
5. Tilt the Starter (3)
6. Disconnect the Wires
7. Remove Starter (3)
8. Remove Cover(4)

REFITTING – FIGS. 7 & 8

SPECIAL POINTS

1. Locate the Cover on the Clutch (5)
2. Reverse the Removal Procedure for Refitting

Lubricate the bearings sparingly with oil and the spiral splines of the armature shaft with Mobil 22 Anderol 761 grease.

DISMANTLING THE STARTER – FIG. 9

Having removed the starter from vehicle:

1. Remove the nut (1) and washer (2) which secures the Solenoid Terminal.
2. Remove the nuts (3) and washers (4) which secures the Solenoid to the starter.

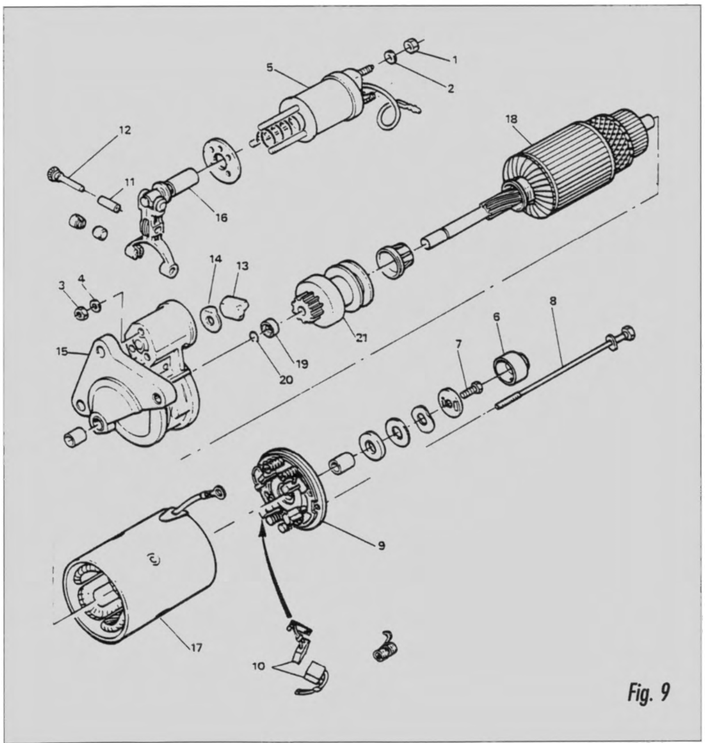


Fig. 9

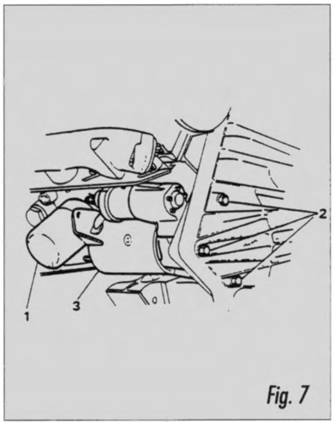


Fig. 7

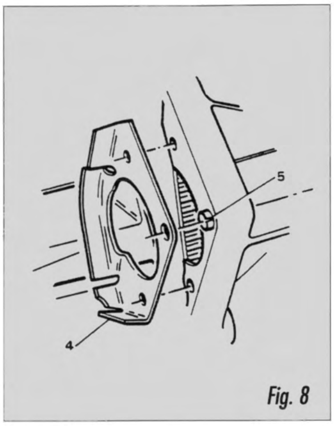


Fig. 8

3. Withdraw Solenoid (5) from Fixing Bracket (15).
4. Remove the Bearing Bosch Cap (6) off the End Plate (9).
5. Undo Screw (7) at the end of the Shaft with an impact driver in direction of rotation of the Armature.
6. Remove the Long Bolts (8).
7. Pull back End Plate (9).
8. Raise the Brushes (10) with a Hooked Tool.
9. Remove End Plate (9).
10. Remove the Cylindrical Pin (11) and Plastic Sleeve (12) which are between the Pivot Arm (16) and Fixing Bracket (15).
11. Remove Rubber Grommet (13) and Washer (14) from Fixing Bracket (15).
12. Withdraw the Pivot Arm (16), Fixing Bracket (15) and Field Coil Assembly (17) from Armature (28).

REMOVING THE ROLLER CLUTCH ASSEMBLY – FIG. 9

Removal of the Roller Clutch Assembly necessitates the withdrawal of the Collar (19). A tube of appropriate diameter may be used to drive this down the shaft.

1. Remove the Spring Ring (20).
2. Remove Collar (19) and Roller Clutch Assembly (21).

ADJUSTING THE SOLENOID – STARTER DRIVE FORK – FIG. 10 & 11

1. Activate the solenoid as shown.
2. Check in this position that clearance (A) between the pinion and stop is 1.5 mm (.059"). Fig. 11
3. Turn the fork eccentric pivot pin to adjust if necessary.

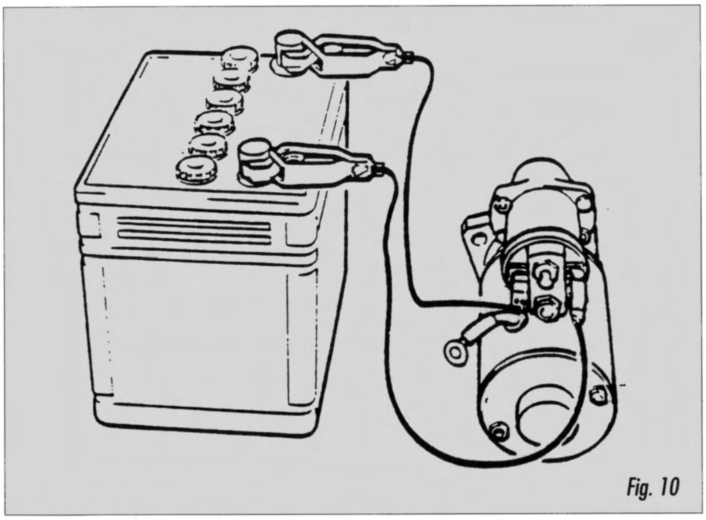


Fig. 10

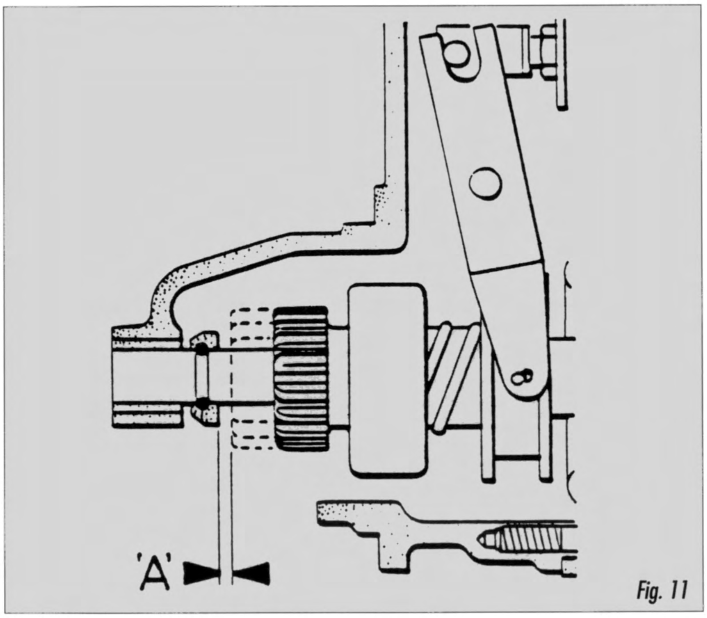
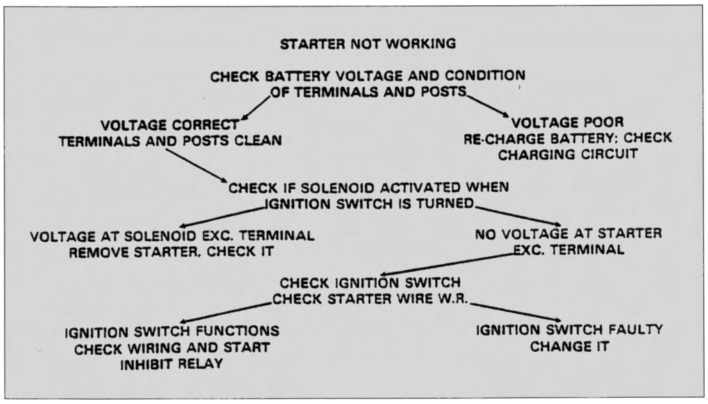


Fig. 11

FAULT DIAGNOSIS


STARTER NOT WORKING
CHECK BATTERY VOLTAGE AND CONDITION OF TERMINALS AND POSTS
VOLTAGE CORRECT TERMINALS AND POSTS CLEAN
VOLTAGE POOR RE-CHARGE BATTERY: CHECK CHARGING CIRCUIT
CHECK IF SOLENOID ACTIVATED WHEN IGNITION SWITCH IS TURNED
VOLTAGE AT SOLENOID EXC. TERMINAL REMOVE STARTER. CHECK IT
NO VOLTAGE AT STARTER EXC. TERMINAL
CHECK IGNITION SWITCH CHECK STARTER WIRE W.R.
IGNITION SWITCH FUNCTIONS CHECK WIRING AND START INHIBIT RELAY
IGNITION SWITCH FAULTY CHANGE IT

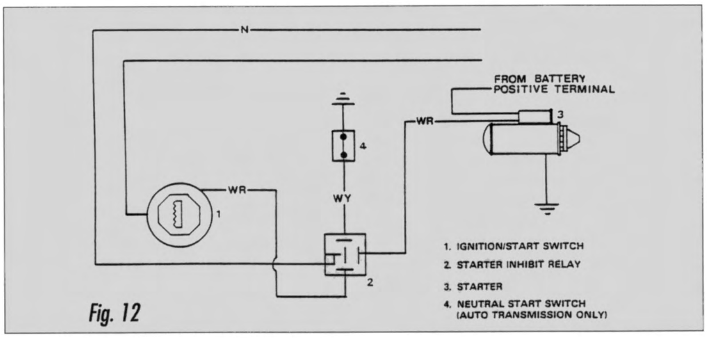

N
FROM BATTERY POSITIVE TERMINAL
WR
WR
WY
1
2
3
4
1. IGNITION/START SWITCH
2. STARTER INHIBIT RELAY
3. STARTER
4. NEUTRAL START SWITCH (AUTO TRANSMISSION ONLY)

Fig. 12

STARTER SOLENOID

Inrush Current	:50 – 60 amps
Holding Current	: 8 – 10 amps
Pull in Voltage	: 8
Voltage Supply	:12

STARTER

Type	:Paris-Rhone D10E59
Battery Rates Voltage	:12 Volts
Locked Torque	:28 Nm (20.6 ft./lb.)
Current Draw	:540 amps
Voltage	:7 Volts
Maximum Output	:130 KW
Voltage	:9.4 Volts
Current Draw	:260 amps
Torque	:10 Nm (7.40 ft./lb.) 1300 rpm
Minimum No Load	:4000 rpm
Voltage	:11.5 Volts
Maximum Current Draw	:60 amps
Mounting on Motor	:By Flange (3 Holes)
Clockwise Running	:(pinion side)
Number of Teeth	:9
Diametral Pitch	:2.116/1.814
Spring Tension on New Brushes	:About 15.5 Newtons (3.3 lbs.) ±10%

FROM BATTERY POSITIVE TERMINAL

1. Ignition/Start Switch
2. Starter Inhibit Relay
3. Starter
4. Neutral Start Switch (Auto Transmission Only)

CIRCUIT OPERATION

On turning the ignition key (1) to the starting position, current flows through the start inhibit relay (2) and on to ground via the transmission wiring harness completing the circuit to the Solenoid (3). When the vehicle is equipped with an automatic transmission, the neutral start switch (4) must be in the "neutral" or "park" position to complete the circuit.

The Solenoid has a two-fold function, that of a relay and drive. When the Solenoid is activated, it establishes contact between positive cable from the battery and starter.

MANY IDEAS ARE PERKING AND CHOICES FOR ACTIVITIES ARE PLENTIFUL.

By Linda Porter –
President / Activities Director

Photos by Los Angeles CVB,
Michelle and Tom Grimm

DeLorean expo '98

What better place to hold a convention for auto buffs than the city and state known for it's love affair with the car? DeLorean owners will have a chance to experience Los Angeles, California when the DeLorean Owners Association meets for Expo '98 September 3-6, 1998.

While it's too early to know all the details of the three and a half day gathering, many ideas are perking and choices for activities are plentiful.

SAY "L.A." AND MANY PEOPLE IMMEDIATELY THINK "HOLLYWOOD".

Hollywood is a real place, though some might be excused for thinking it's a state of mind. Did you know the famous "Hollywood" sign was built as an advertisement for a residential development in 1925 and that it used to say "Hollywoodland"? In Hollywood, you'll see the Capitol Records building as you drive along the 101 Freeway. It looks like a giant stack of records. Remember records? Go to Mann's Chinese Theater and measure your footprints against those of your favorite star. Walk the Hollywood Walk for Fame. You can even check with the L.A. Film Permit Office and find out where movies are being shot in the city while you're there.

Warner Bros., Paramount Studios, and Universal Studios all offer tours. Universal's is also a theme park and features the BACK TO THE FUTURE ride which is of special interest to DeLorean owners. A visit to this location could easily take two days. Universal City Walk is next door. This highly unique "designer" shopping mall boasts a huge movieplex, where the latest movies are always playing.

WANT TO TRY SOMETHING OFF-BEAT?

Why not book a 2 1/2 hour tour of some of Hollywood's best known deaths and scandals? You'll be driven around town in a hearse!

Love museums and fine art? Los Angeles boasts three major museums displaying the remarkable collections of wealthy patrons.

At the Norton Simon Museum in Pasadena, viewers of the Rose Parade will recognize the exterior of the building; cameras shoot the parade from across the street. But inside the building, you'll see the special treats: Goya etchings, sculptures by Rodin, and a large Impressionist gallery, with more than 100 works of art by Degas.

The brand new Getty Center in Brentwood opens in December and promises to be a major

▲ *Downtown Los Angeles*

▲ *Pacific Coast Surfer*

▲ *Santa Monica beach*

Palm-lined streets in Beverly Hills ▶

attraction. The Center will display the huge Getty collection of paintings, photographs and other decorative arts.

The Armand Hammer Museum and Cultural Center includes works by Rubens, Rembrandt and Daumier in it's permanent collection.

At the Gene Autry Museum, all aspects of the American west are presented. It houses a fine array of western artifacts and you'll feel the presence real and fictional cowboys.

If art museums aren't your idea of a good time, but you enjoy art on a grand scale, murals may be just the thing to please you. Los Angeles abounds with murals. Some date back to the W.P.A. projects in the 30's and many along the freeway retaining walls came into being during the 1984 Olympics. Others have roots in the Mexican mural tradition.

THE PETERSEN AUTO MUSEUM IS AN OBVIOUS CHOICE FOR A VISIT BY DELOREAN OWNERS.

The museum has the largest collection of cars in the U.S. which is fitting for a city built on automobile travel. On a personal note, the first car you see on the self-guided tour, is the Breer. Built by Carl Breer in his family's blacksmith shop in Los Angeles. The car was a high school project, which earned him entrance into college. DeLorean Owners Association Board member Hank Breer, is proud of the fact that Carl Breer was his great uncle. This is also where we hold our monthly Board of Directors meetings.

Then there are the beaches. Malibu, Santa Monica, Venice, Marina Del Rey, Playa Del Rey, Manhattan Beach; the names bring to mind all those beach party movies of the 60's. There are 72 miles of beaches in Los Angeles, with something for everyone - whether your choice is surfing, beaches with no waves, tide pools, beach volleyball, sunbathing, or grunion hunting.

SHOPPING AND PEOPLE WATCHING ARE SYNONYMOUS WITH RODEO DRIVE IN BEVERLY HILLS.

Even if you don't spend a dime, just window shopping and looking at all the "beautiful" people along this world famous byway is a kick.

Olvera Street, Little Tokyo, Koreatown, Chinatown; Los Angeles has more festivals, theaters, museums and ethnic neighborhoods than any other destination.

Los Angeles offers a LOT of everything for everyone. If you have never visited it, here's the perfect opportunity. And if you know the area, or visit often, come back and enjoy it with other DeLorean owners.

The Los Angeles Grand Prix

August 30 – September 1, 1997

By Hank and Mimi Breer   Photos: Don Sigler

For years, Los Angeles has enviously watched as the city of Long Beach, California has held it's annual Grand Prix. It has been a very successful event, both to the world of motor sport and to the economy of the city. This year, after seven years planning, Los Angeles inaugurated it's own version of a Vintage Grand Prix race.

A NEW LABOR DAY TRADITION?

The event was held over Labor Day Weekend and featured classic Cobras, Mustangs, Ferraris, Lotus, Maseratis, MG's Porsches, Allards, Austin Healeys, Indy type Can-Am cars, Formula 1's, 5000, Atlantic, Supervee, and other spectacular single-seater, open wheeled racing cars.

The 1.6 mile, 11 turn course began and ended in front of historic Union Station and circled the El Pueblo Monument & Plaza and Olvera Street. The center of the course was devoted to sponsors' displays, automotive and food booths, a beer garden, and a car display. Since this was an inaugural event, the DeLorean Owners Association decided to inaugurate it's participation in this type of event with an information and product sales booth.

As it was on the same weekend as the Expo in Snowmass, some of us who were not able to attend, volunteered to staff the booth. Thanks to the efforts of board members, Dick Shipman, Jim and Delores Hales, Don Sigler, and Hank and Mimi Breer, and to a non-board member, Joe Stuben, we always had adequate manpower. We sold T-shirts, mouse pads, posters, and note pads and fielded the usual questions, such as: "Isn't a DeLorean that car with the aluminum body and the Ford engine?"

A DELOREAN WAS ONE OF THE FEW CHOSEN.

Also featured in the event area was a car show. The organizing committee received 500 applications to be in the show and chose 35. One of the chosen cars was Technical Director Dick Shipman's DeLorean.

Celebrating it's 50th anniversary, was a Ferrari Concours d' Elegance hosted by the Ferrari Club of America's Southwest Region. Eighty-five beautifully prepared cars were a delight to the eye.

Our impression of the weekend: Boy was it HOT! Attendance was light, partly because of the heat and partly because of the newness of the event. Those who did attend were treated to qualifying heats all day on Saturday and Sunday, and on Monday morning. The trophy races took place Monday afternoon. The sights, and especially the sounds, were incredible.

We met some DeLorean owners, previous owners, wann-a-be owners, friends of owners, and in general a lot of nice people.

Below left: Technical Director Dick Shipman's car on display at the Grand Prix.

Below right: Dick Shipman and Mimi Breer "man" the Association booth.

Right: The Grand Prix race. Cars drove several laps backwards in memory of Princess Diana.

DELOREAN
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DELOREAN EXPO '97 SNOWMASS

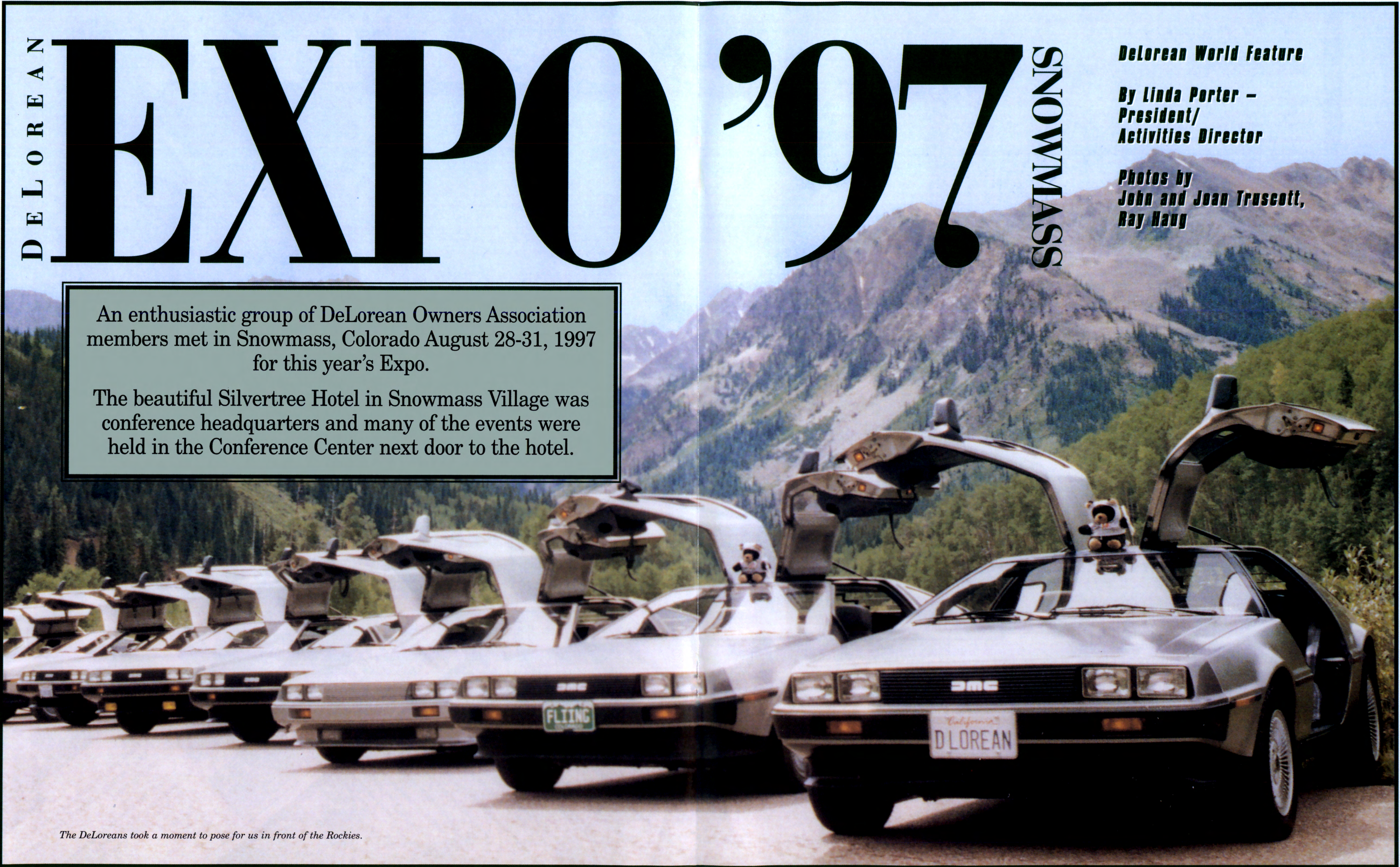
DeLorean World Feature

By Linda Porter –
President/
Activities Director

Photos by
John and Joan Truscott,
Ray Haug

An enthusiastic group of DeLorean Owners Association members met in Snowmass, Colorado August 28-31, 1997 for this year's Expo.

The beautiful Silvertree Hotel in Snowmass Village was conference headquarters and many of the events were held in the Conference Center next door to the hotel.



The DeLoreans took a moment to pose for us in front of the Rockies.

Journeying through the majestic Rocky Mountains, either by car, bus, or plane, attendees came prepared to have a good time. By all appearances, they succeeded.

From Thursday night's excursion to Aspen's Crystal Palace Dinner Theater, to breakfast on top of 11,212 foot Aspen Mountain on Sunday morning, everyone was busy enjoying DeLorean and regionally themed activities.

MOST ATTENDEES ARRIVED THURSDAY AND SPENT THE AFTERNOON REGISTERING FOR EXPO AND GETTING ACQUAINTED WITH THE AREA.

The evening's events started with a reception in the Conference Center before moving on to Aspen and the Crystal Palace. After enjoying one of several of the Palace's delicious entrees, DeLorean owners were treated to a rollicking, satirical musical revue. Many were excited to see actor Kevin Costner in the audience, enjoying the show along with them. EVERYONE goes to the Crystal Palace when in Aspen!

The next day started very early with a continental breakfast followed by a short general session. A few went into Aspen to learn of it's history on a walking tour, while others took advantage of various activities around the Village Mall.

Friday morning's Technical Seminar, led by Rob Grady of PJ Grady Inc. of New York, Stephen Wynne of DeLorean Motor Company of Texas, and Ed Bernstein of DeLorean One of California, drew a very interested crowd. This is always a popular Expo event and this year was no exception.

THAT AFTERNOON'S DELOREAN PRODUCT FAIR BROUGHT OUT THE SHOPPERS.

Marcie Haug, Products Director, always uses Expo to introduce new Association Products. Among the new goodies this year were a striking DeLorean poster and a colorful mousepad. In addition, other members and parts suppliers with products to sell kept the shoppers busy.

If anyone had a spare moment, there was plenty to do. For the early birds, a hot air balloon ride was a special treat. Others went horseback riding or rented bicycles to try their hand at downhill biking. The Fanny Hill Ski Lift, next to the hotel, offered a ride up the mountain. Many DeLorean owners rode the lift to see the awesome view, take pictures or have lunch at the top.

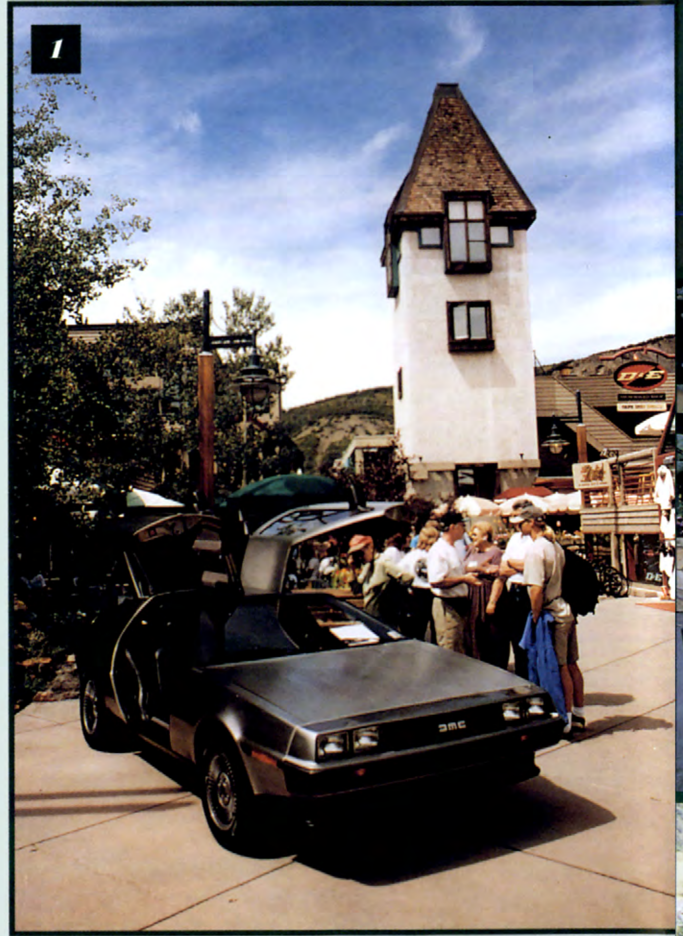
The tent on the rooftop of the Conference Center was the setting for Friday night's Italian theme banquet. This was no ordinary tent. In addition to

continued on page 24...

1 – One of the cars on display at the mall.

2 – Stephen Wynne conducts one of the Tech Seminars.

3 – Left to right: Ginny Hillman, Vickery, Ohio; Mary Lou Knudson, Tujunga, California; Deanne MacPhail, Dover Center, Ontario, Canada; Andre Garcia Nuthmann, Raton, New Mexico; our historical society guide; Terry Brennan, Waretown, New Jersey; and Carol Griepenburg, Waretown, New Jersey.



4 – Left to right: Karen & Chad Lange of Owatonna, Minnesota are presented with the best stock show entrant award by David and Mary Lou Knudson of Tujunga, California.

5 – Members enjoy the Product Fair.

6 – The Truscott's car in front of our hotel.

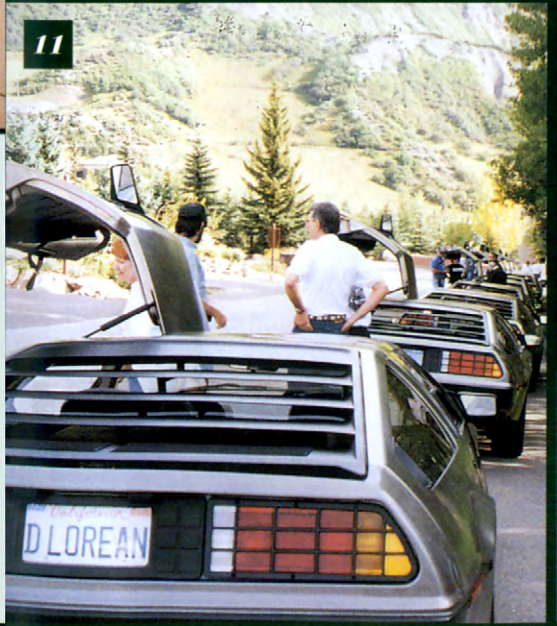
7 – Beverly and Robert Benedikt with Loran Smith from Colorado Springs, Colorado, at the Saturday night reception.

THE SILVERTREE HOTEL
Elbert Lane
DMC
HV WINGS

8 – Rob and Debbie Grady with Tony Patti from Derry, New Hampshire, at the Saturday reception.

9 – Dave Olds of Los Gatos, California is presented with the first place award for modified in car show by Mary Lou Knudson of Tujunga, California.

10 – Joan Truscott and Debbie Spurlin at the Saturday reception check-in.



11 – Waiting to be escorted and placed onto the Snowmass Mall for Saturday's car show.

12 – Saturday night's dinner.

being very large, the interior was completely lined with hundreds of yards of softly draped fabric, giving it a look right out of Arabian Nights. Highlight of the evening was entertainment by comedian/magician "Doc" Eason from the Magic Bar at John Denver's Tower Restaurant in Snowmass. A raffle and a minimum of speeches completed the banquet, which was an enjoyable end to a very busy day.

AT 7:00 A.M. SATURDAY, THE FIRST DELOREAN COULD BE HEARD ARRIVING AT THE HOTEL'S CAR WASH STATION.

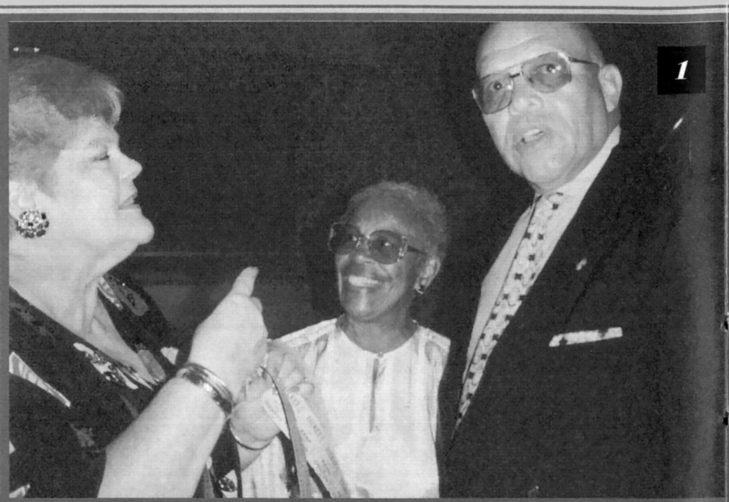
I know, because I heard it. Owners and friends worked hard to make every car gleam and soon they were ready. By 10 a.m., twelve DeLoreans were on display throughout the lovely Snowmass Village Mall. The blue sky and bright sunlight were the perfect compliment to the shiny stainless steel DeLoreans. Hundreds of visitors to the mall took the time to vote for their favorite car. Winners received their awards at that evening's banquet. Chad Lange of Minnesota took the honors in the "stock" category, and Dave Olds of California won the "modified" division.

The banquet in the Silvertree's Cabaret Ballroom was a gala event. Dressed in their evening finery, guests were served a delicious meal of petite filet and sugar spiced salmon. After dessert was served the evening's program began. Along with the Car Show awards, a plaque was presented to Micah Fryman of Girard, Illinois. Micah drove his DeLorean the longest distance to reach Snowmass and Expo '97. D.J. Earl the Pearl provided dance music to round out the evening's festivities.

THE NEXT MORNING WAS CLOUDY, BUT THAT DID NOTHING TO DAMPEN THE ENTHUSIASM OF THOSE HEADED TO THE TOP OF ASPEN MOUNTAIN FOR BREAKFAST.

An exciting gondola ride and plenty of time to take photos made the morning a memorable experience. After the ride back down the mountain, drivers lined up to caravan through Aspen and into the Castle Creek Valley. At the end of the road, DeLoreans were parked in formation. Everyone, even tourists with no connection to the Association, had a great time getting just the right angle for that perfect photo.

The photo shoot signaled the end to Expo '97, with everyone wishing each other a safe journey home and a promise to meet again next year in Los Angeles.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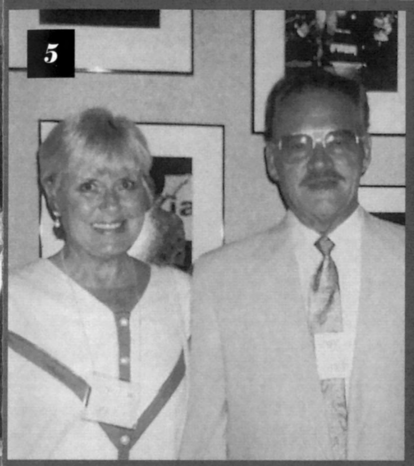
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1 – Marcie Haug with Norvell and Alice Simpson from Colorado Springs, Colorado, at the Saturday night reception.

2 – Gary and Cindy Antrim from Littleton, Colorado with Doris Arcieri, Grand Junction, Colorado, at the Crystal Palace.

3 – Thomas Grienpenburg, Waretown, New Jersey and Patty Bixby, Kansas City, Missouri, at the Saturday evening reception.

4 – Greg and Carol Ann Gruetzmacher, Mt. Dora, Florida, and John Truscott of Santa Barbara, California at the Saturday reception.

5 – Ginny and Robert Hillman from Vickery, Ohio at the Saturday evening reception.

6 – Richard and Barbara Scmitz, Franklin, Wisconsin with Patricia and Erwin Cohen from Westlake Village, California at Crystal Palace.

7 – The Shimohara family from Kanagawa, Japan, with Ed Bernstein, Millie Bernstein, and Linda Porter at the Saturday reception.

8 – Joe and Terry Brennan, Waretown, New Jersey with Teresa and Scott Mueller from San Pablo, California at Crystal Palace.

9 – John and Barbara Mather from Monclova, Ohio at Crystal Palace.

10 – Robert and Terri Kerman from Janesville, Wisconsin at Crystal Palace.

11 – Vicki and Leonard Dietz from Henderson, Colorado at the Saturday reception.

12 – Jon and Debbie Spurlin and Mary Lou Knudson at Crystal Palace.

Bob Weinreb

1942-1997

By David Knudson, Editor

Bob in his 40th birthday present, 1982.

The funeral was the largest I have ever attended. There were so many people, you would have thought it was for a celebrity. And in a way it was.

It may not have been a movie star or a politician laid to rest that October day at Mt. Sinai Memorial Park, although there are plenty of them there. But it was truly an exceptional person.

While considering what I'd write here about Bob, I rejected all the dates and specifications that fill obituaries and decided to write this about a good friend because that is why so many people were there. He was a good friend.

As I listened to the Rabbi eulogize him, I looked around at all the people and remembered his big smile. He was always up. I knew all of us simply liked to be around Bob. We were there saying good-bye to him but also to an enjoyable part of our lives.

Bob and his wife Susan were active in the Association and on the Board of Directors for as long as I can remember. If they were unable to attend a DeLorean Expo and work along side us or even if they couldn't make it to a board meeting, something was missing.

Bob's DeLorean was a 40th birthday gift from Susan and himself. He was so proud of it, he christened it with the license plate PAZ 2 B4T (Pays to be 40).

If you knew them, you were aware the Weinreb's are a close and loving family. They have a son Martin, a daughter Shani and her husband, Scott who recently lost his father, as well.

They had recently moved into the home of their dreams, and were in the process of making it into a real showplace when we received the news of his illness.

Several months ago Susan threw a wonderful birthday party for Bob at their new home. Over 200 of their friends, neighbors and relatives joined together to celebrate his day. As much as the cancer had taken its toll, he was beaming. I really didn't know what to say to him so I mumbled a few inane things, then left and never saw him again. A good friend deserves more.

I still don't know what else I might have said to Bob that evening but I sure know now..."Farewell good friend, farewell."

SAN GABRIEL VALLEY RALLYE

continued from page 13

features of their work with the Gamble Home — a low profile and massive wood timbers. The other was so different that no one would have guessed its origin. It is built of gunite with a green tile roof.

A LITTLE SWEETNESS.

We drove by a home owned by Dr. Charles See. He, his family and mother moved into the house in 1920. If you are a chocoholic, you might recognize his mother, Mary's picture. It is on every box of See's Candy.

In Monrovia, we drove past a house with an unusual history. Built in 1887, this Victorian showplace was presented to Milton and Mary Monroe as a wedding gift. The land was a gift of the bride's parents, the house a gift of the groom's, (Monrovia was named after William Monroe, the groom's father.) In 1924, the property was subdivided and the house was moved slightly and rotated 90 degrees. From its new location, you could see Catalina Island from the third floor tower windows. Catalina Island is 26 miles off the California coast and Monrovia is about the same distance inland.

We passed many other landmarks along the way and ended the rallye with a drive across Suicide Bridge (the Colorado Bridge) and an impromptu parade down Colorado Boulevard (AKA Route 66) through Old Town Pasadena. Can you imagine the looks we got on a Saturday night at 6:30 PM?

Following the drive, we returned to our starting point, for hors d' oeuvres, champagne, and a backyard dinner party. The menu was your choice of Mahi-Mahi or Filet Mignon and was catered by my 20 year old son, James, who is a culinary student. James also provided the entertainment as he juggled cooking on three barbecues at once. As the son of two board members, he received the standard payment: a big hand.

YOUR DELOREAN IS BETTER SERVICED AT:

DMC
DeLorean
MOTOR CENTER

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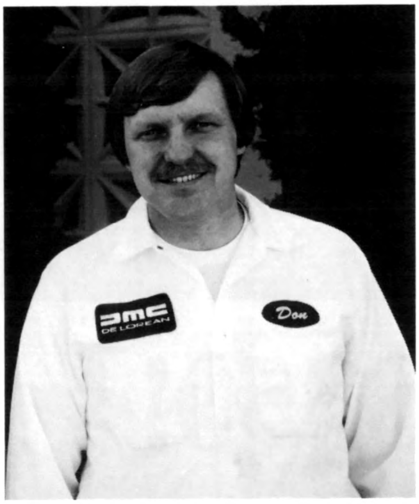

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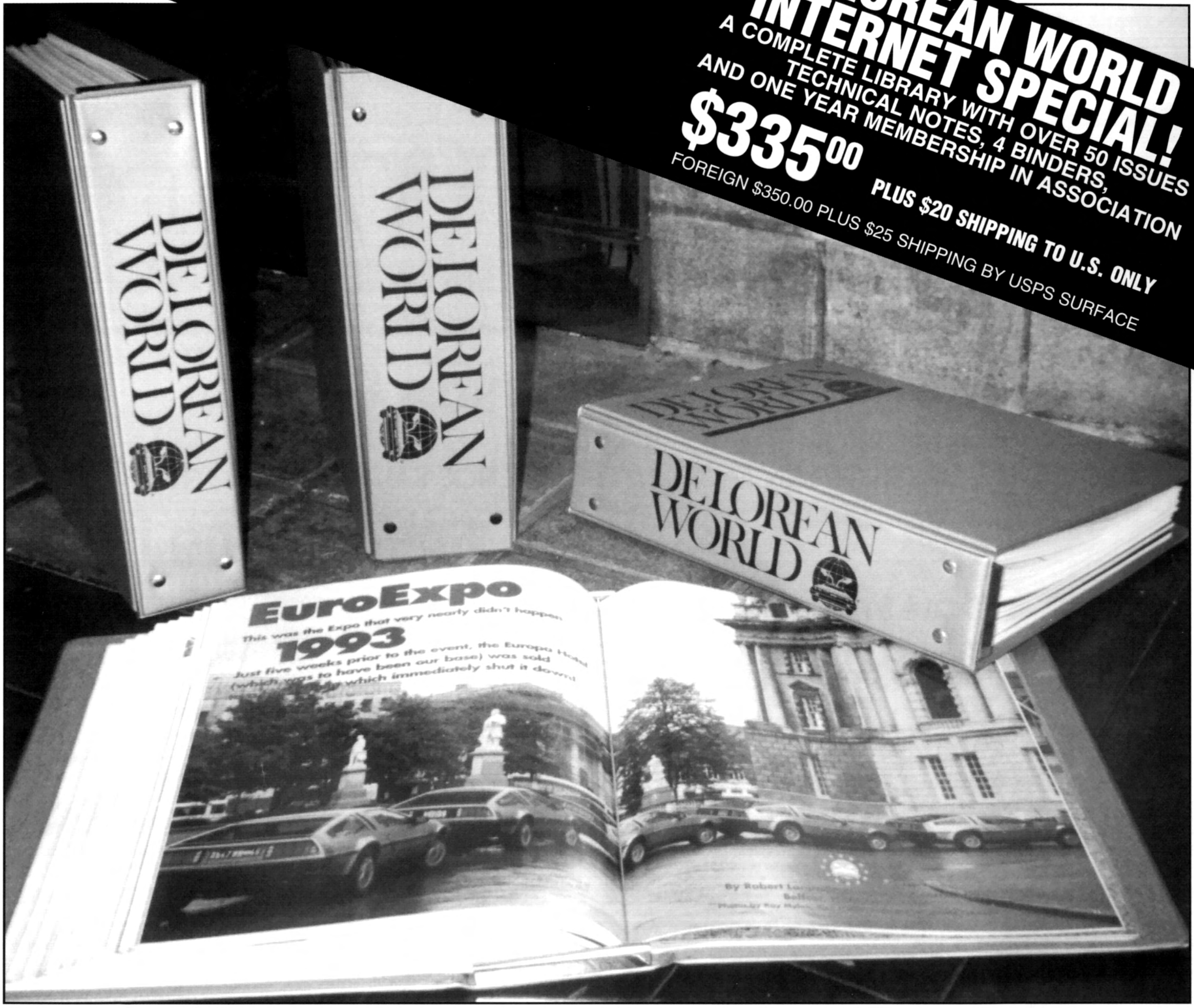

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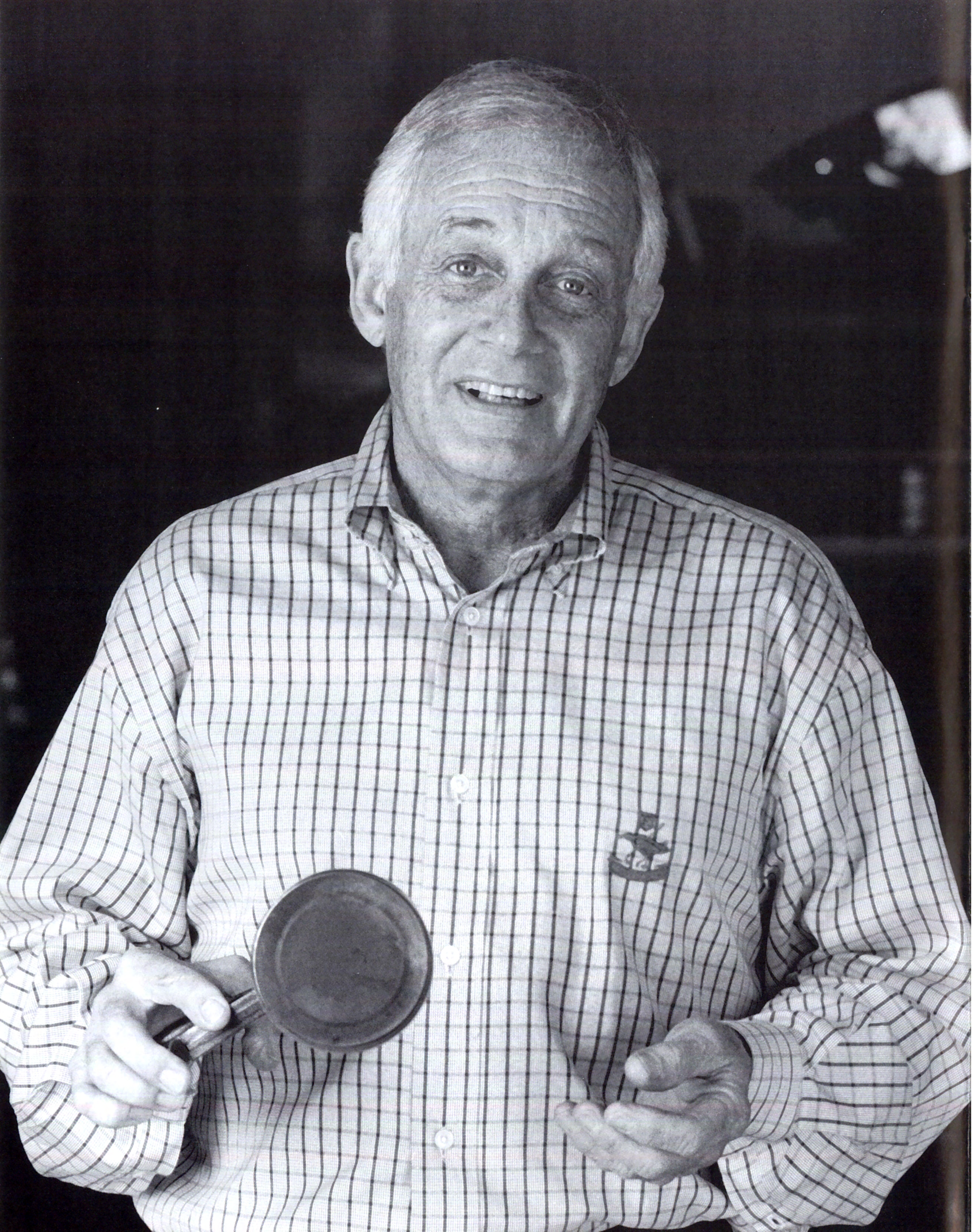


“I call them DeLumps.”

Ed Bernstein - DeLorean One

Nightfall came early that evening.

All of a sudden, I heard heavy rumbling and glanced up from my desk to see the huge silhouette of a truck fill my office window.

Moments later, the driver burst through the front door and demanded, “Whatya want done with this thing?”

Laying on the truck’s flat bed was what had once been a proud DeLorean. But now was a real DeLump.

The driver muttered, “Can’t believe how badly some people mistreat their cars. This one sat out…” I interrupted him because I didn’t want to hear the grisly details.

The next day, a closer look revealed a nasty case of shocking neglect. Rust everywhere it could be. Major engine parts missing. Severely damaged body panels. Mice living in the driver’s seat.

Not a pretty sight. It was one of the worst I’d seen, and I’ve seen a lot.

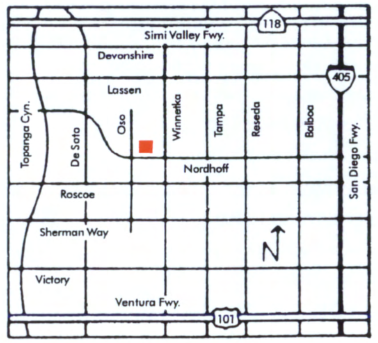
Some folks think battered cars are a mechanics dream. They’re not. The owners rarely understand how much it takes to repair them.

This is not an easy business. Sometimes you just don’t know if you can face another DeLump.

Our custom transporter is always on the move.

More and more DeLorean owners across the country are having us pick up their cars in our enclosed transporter so we can bring them in and repair them right.

All DeLorean parts and accessories shipped anywhere in the world.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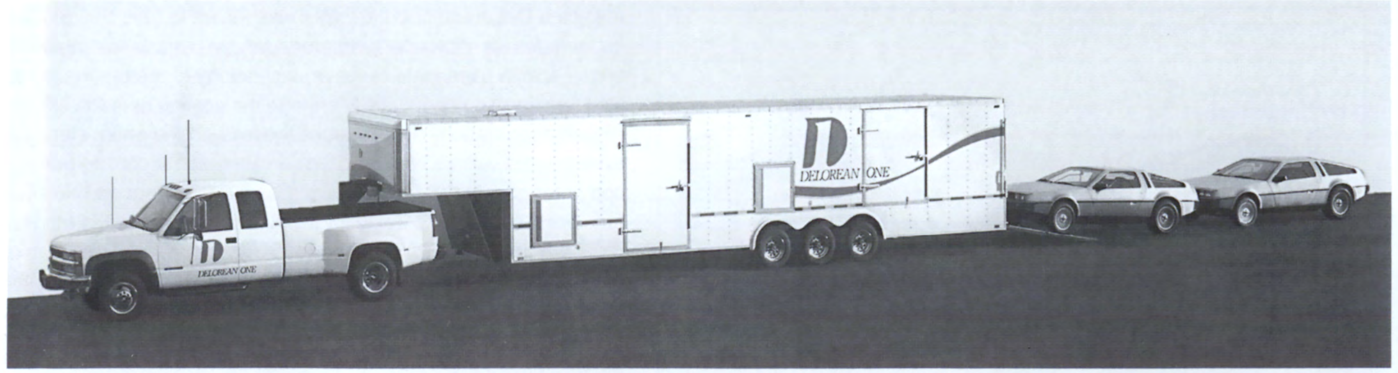
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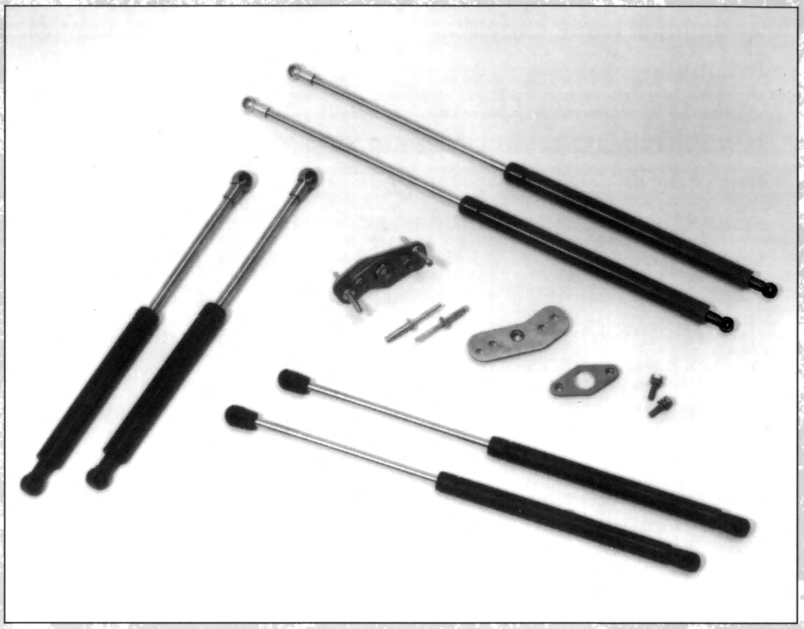
No More Bumps On The Head

Our door and hood lift pistons are custom made for us and more closely resemble the originals in function and appearance than any other supplier. They use specially selected gas pressures, piston rod lengths, and even the finish on the ball studs. All of our lift supports have self cleaning pistons with oring seals and teflon backup rings. They also feature exclusive triple-lobe rubber seals riding on chromium plated hardened steel piston rods for better gas and oil retention. Our manufacturer claims a design life of over half a million cycles in continuous use... two and a half times longer than competitive lift pistons.

Some companies try to compensate for their single lip seals which are prone to leaking by using a higher gas charge. This places added stress on the lower mounting body ball stud, makes the door gain speed as it opens, and requires more frequent torsion bar adjustments.

If you don't agree that our pistons are the best available, regardless of price, you can return them for a full refund.

100592G	**Door Lift Piston** $59.00 ea	.$110.00 pair
105063G	**Hood Lift Piston**	.$96.00 pair
108209G	**Sunshade Lift Piston**	.$60.00 pair
1GLPKIT	**Lift Piston Set (6)** (A Pair of Each)	**$239.00**
108563G	**Heavy Duty Lower Door Lift Support Brackets** (pair) Some of these brackets are bending from overcharged pistons or heavy use. These new brackets double the surface area and number of fasteners used to spread the load over a larger area.	$48.00



FANZILLA™

The only product that can eliminate engine lag and sudden voltage drops when you use your air conditioner.

You've probably noticed these problems when you drive your DeLorean in warm weather. Fanzilla lets you leave the A/C on and enjoy the DeLorean ride the way it was meant to be. This product supersedes the factory's "temporary" fan fail bypass link modification. Fanzilla uses state of the art technology to restore the fan fail light function and sequentially engage the cooling fans for smoother operation. This reduces the load on the entire electrical system which saves wear and tear on alternators, cooling fans, computer governors, etc. Although Fanzilla is expensive this feature alone could make it pay for itself! Once you plug it in (no tools required) you'll be hooked! Try it for 90 days risk free and if you're not completely satisfied send it back for a full refund. Fanzilla has been proven so reliable and customer demand so strong our only problem has been keeping enough in stock! Try it and see what all the excitement is about.

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Volume 1 Number 3

DMC-HOUSTON NOW OFFERS WORLD'S LARGEST DELOREAN PARTS INVENTORY.

On June 1, 1997, Stephen Wynne of DMC and Marvin and Sue Katz of Kapac announced the transfer of the entire Delorean factory parts inventory in Columbus, Ohio to the ownership and control of Delorean Motor Company of Houston.

Wynne emphasized that the dramatically increased parts inventory will allow DMC to take the repair and restoration of Delorean automobiles to a new and higher level of customer satisfaction. A new plan is in effect to operate and manage this huge store of parts. Said Wynne, "With our new depth of supply, any repair job that a Delorean owner is considering need not be sidelined by concern about parts availability."

But the most bizarre and dramatic chapter of the acquisition story is still unfolding in Columbus. Over and above the known, catalogued parts, lies a vast, dark, dusty, jumbled collection of unmarked parts that somehow slipped through the system years ago. Now, DMC technicians are searching through forgotten piles and wooden boxes, re-discovering "lost" treasures almost daily.

"It's weird. Like an archeologist's dig in a tomb somewhere."

The Kapac warehouse occupies 46,000 square feet, with racks 12 feet tall. The parts are so crowded and the aisles between them so narrow that access to many parts is gained only by climbing over others. Over the years, parts have been consolidated from taking up three floors of the warehouse down to one. During this move, the recorded location of many parts was lost, and so many of these parts have been considered "lost".

Due to this and the generally obscure nature of Delorean parts, no one yet knows the true extent of the inventory. Parts long thought to be extinct lie hidden in the dusty back aisles and corners of the dark warehouse, awaiting rediscovery. Stephen Wynne has taken personal charge of exploring this wilderness to uncover the next pleasant surprises.

"Already, we've found steering wheels, lower ball joints and other original parts. Stay tuned, there'll be more!"

Purchases vast Kapac/Columbus warehouse, then discovers a hidden, forgotten treasure trove of parts long thought extinct.

In the warehouse, body parts are a main feature of the landscape. Doors and quarter panels rise in geological formations. Engines and transmissions rest together in herds on shelves and pallets. Great wooden shipping crates are treasure chests of hose clamps or hardware or who knows what, waiting to reward the opener.

What this means is that parts that were "not available" before, may well have turned up. Customers are encouraged to call DMC or their customary supplier and ask about any part that has been refused them. If it has not reappeared, it may yet. Also, our enhanced parts supply should encourage Delorean owners that repair or restoration jobs once thought impossible, may now be realized.

Here's now our new parts-ordering system works.

Callers will notice differences immediately. The voice on the other end of the Kapac 800 number is not Jane Nebel any more. Calls to both the old Kapac 800 number and to any of DMC's phone numbers ring in the Houston office. Orders are processed and payment arranged through Houston. They are then faxed to Columbus where they are packed and shipped. Most orders can be shipped the same day as they are placed.

The Delorean Parts Warehouse now gives technical support and advice. The staff at DMC are Delorean-literate and can assist callers in determining repair procedures and parts required. DMC specializes in this approach to parts sales.

Credit cards are gladly accepted.

As always, DMC is happy to charge purchases on VISA, MasterCard, Discover, and American Express. There are no limits on size of purchase. Orders from a fuel fitting to an engine have been paid by credit card. Traditional means of payment are also allowed. Prepaid checks, money orders, and cash are accepted. COD shipments can be arranged.

DMC is still in the business of repairing and restoring Delorean automobiles.

Our shop in Houston is full of silver cars in various stages of repair. DMC remains eager to discuss restoration of Deloreans and arrange transportation both car and owner to Houston from any place on the globe.

This activity is now and has been for years the mainstay of Delorean Motor Company, and we are proud of our record of customer satisfaction. There are scores of Delorean owners across the country who are able to drive and enjoy their cars as a direct result of the efforts of DMC in refurbishing them. *(The cars, that is; owners in need of restoration should seek out a plastic surgeon or The Betty Ford Clinic.)*

Quod erat demonstratum, deloreanum.

It is logical to follow activity which puts a car on the road with that which keeps it there. Here, DMC is not wanting. In our continuing program to project the name and the image of the Delorean marque before the public eye, we have learned that no technique is so effective as the sight of a real Delorean cruising the streets.

To increase the frequency of this experience, DMC emphasizes the importance of periodic and occasional maintenance. Hoses spring leaks, belts break, bearings wear out, fuses blow, and replacement items of all sorts reach the end of their service life.

New regional service centers for Deloreans.

While DMC derives fun and profit from performing these sorts of repairs, it is unreasonable to suppose that an owner in the Midwest, say, will be willing to stand the expense and trouble of sending his car to Houston for an oil change or brake job. To address this problem, DMC is instituting a program to establish dedicated service centers in areas of the country that are not convenient to the major restoration centers.

The first of these, we are proud to announce, is the The Jag Shop, in Pompano Beach, Florida. The Jag Shop is owned and operated by David Wynne, Stephen's nephew. David was trained on Deloreans by Stephen at the Houston Shop. The Jag Shop will enjoy the full material and technical support of DMC on Delorean repairs. Owners in South Florida and nearby locations are encouraged to contact David Wynne at The Jag Shop, 1150 SW 10th Avenue, Pompano Beach FL 33069 Tel 954/783-5247.

Kits! Kits! Kits! Glow in the dark!

Does your car run good but look bad? Now you can match performance and appearance with the lens and light kit. Most unrestored cars will have rust on the base of the headlight reflectors - look at yours. This corrosion will obviously affect the brightness of the headlight. Taillights will often have faded and the side markers will have cracked and gaskets gone. Renew all with factory originals in the DMC kit. Beauty and safety in the same package!

DMC lens and light kit.

101315	Headlamp, high beam	2x11.25	$ 22.50
101316	Headlamp, low beam	2x11.25	22.50
108057	Turn signal/parking lens	2x55.25	110.50
100788	Side marker lends, front, orange	2x25.60	51.20
100790	Side marker lens, rear, red	2x25.60	51.20
108138	Gasket, side marker	4x 5.20	20.80
100438	Bulb and light assy, lic plate	2x23.74	47.88
108358	Taillight lens, right		114.29
108359	Taillight lens, left		114.29
114108	Exterior lens and light kit		
	(Discount Package Price for all of the above)		**$397.50**

DMC exterior molding kit.

One telling feature of a well-used Delorean is the condition of the side moldings. The rubstrips are often peeling off or gone; broken, faded, discoloured or misplaced. Now you can greatly enhance the appearance of your car in one afternoon, with a DMC exterior molding kit and a roll of double-faced tape.

101742	Rubstrip, common end	4x20.65	$ 82.60
100636	Rubstrip, front fender, right		29.50
100637	Rubstrip, front fender, left		29.50
100638	Rubstrip, rear fender, right		46.85
100639	Rubstrip, rear fender, left		46.85
100640	Rubstrip, right door, front		88.89
100641	Rubstrip, left door, front		88.89
100642	Rubstrip, right door, rear		29.50
100643	Rubstrip, left door, rear		29.50
100644	Rubstrip, right quarter, front		36.91
100645	Rubstrip, left quarter, front		36.91
100646	Rubstrip, right quarter, rear		35.50
100647	Rubstrip, left quarter, rear		35.50
114109	Complete exterior body molding kit		
	(Discount Package Price for all of the above)		**$397.50**

Rediscovered! Factory original cleaning supplies.

A4000111	Cleaner-sealer (pint)	$ 15.81
A4000121	Shampoo, stainless	15.60
A4000131	Leather/vinyl cleaner	18.50
DP10106	Blending pad	3.85
DP10108	Stainless polish, aerosol	10.85

Replace these yourself. Look good, sound good!
Factory original audio system replacement components.

100441	Craig AM-FM Cassette/Radio	$275.00
100794	Craig Front Speakers (pair)	29.69
100795	Craig Rear Speakers (pair)	73.34
110688	ASI Front Speakers (pair)	29.69
110680	ASI Rear Speakers (pair)	73.34

OK, how much is a Delorean worth?

Stephen drives a different Delorean nearly every day, travelling and road testing. And every one needs gasoline when he gets into it. Consequently, curious strangers at the gas station ask about the identification and worth of "his" car on a daily basis. Seeing the opportunity to do a continuing survey of consumers' perceived values, he has refined his reponse to questions like "How much is it worth?" to, "What does it look like to you?" *Invariably, the answer is in the range of $50,000 or more.*

He agrees, as would any true Delorean owner. But as he and the envious gawker inspect the expensive exotic, his trained eye often picks up stuff that would not be seen on a high-dollar collectible. Most obvious are dull lenses and accent strips. So, DMC is offering a selection of kits, listed below, to help owners bring appearance into line with perceived value.

And while we're on the subject ...

After having seen and driven so many Deloreans touted as "low mileage", "original", or even "unregistered" - and been deeply disappointed at each experience - DMC has decided to prepare an original, factory-fresh Delorean.

We intend to take a black-interior car with an automatic transmission and give it a new suspension, interior, brakes and stainless as needed. Also, it will feature new wheels and tires and an improved and updated sound system. All new switches and controls will be fitted.

Naturally, all of the required Delorean upgrades will be done, i.e., relays, hoses, radiator, fuel pump, alternator, inertia switch, window regulators, door lock solenoids, trailing arm bolts, and safety recalls. *For sale in the winter of 1997. Price upon application. Value will now match appearance.*

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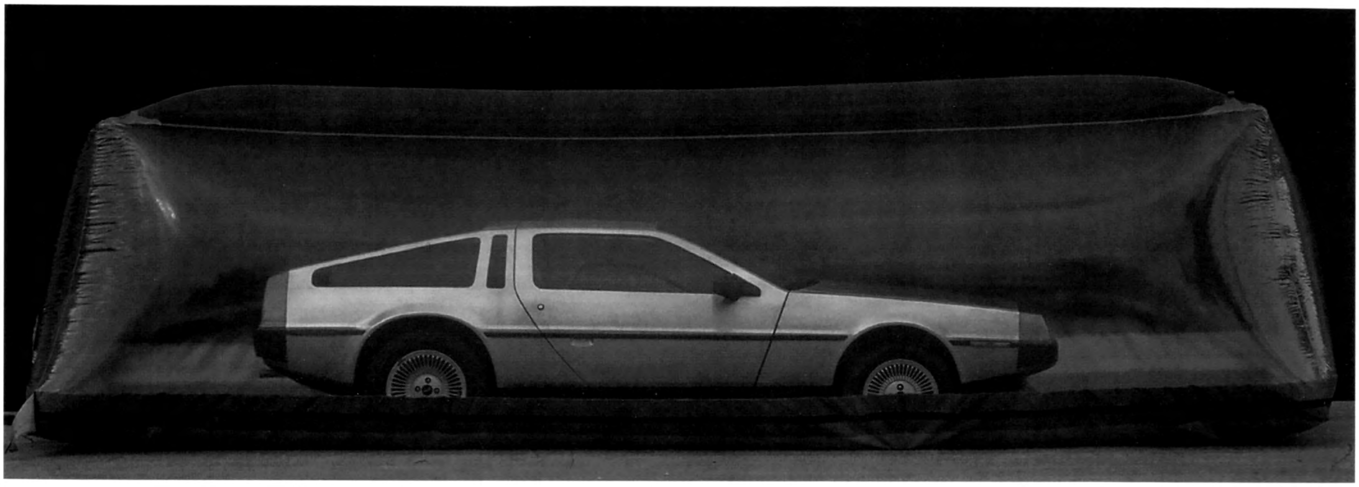
A car cover system worthy of a DeLorean.

Available exclusively at DMC of Houston.



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- Protects AND eliminates problems that accompany conventional car covers
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  - –provides a barrier against accidental scratches or dents
  - –eliminates musty smells from stale air
  - –prevents condensation
  - –blocks dust buildup
  - –dries wet cars
  - –stops rust

Energy efficient low-voltage fans and filters maintain the continuous fresh air flow over and through the stored vehicle — removing any moisture and sustaining the fresh air environment. Designed for indoor use only.

12-month manufacturer's guarantee. $599+ shipping.

Fun Accessories Befitting a De Lorean Driver

Excellent suggestions for year-round gifts!

ONLY THE BEST LOGO APPAREL WILL DO!

DRIVING CAPS $17.95

Exceptional quality gray wool baseball-style cap with a black bill, with the famous De Lorean silhouette and DMC in black embroidery.

DRIVING SHIRTS $32.95

A famous brand 2-button Polo-style shirt (made in America) of 100% cotton pique with notched sides and finished collar, cuffs and hems. Ash (light gray) with the embroidered DMC logo and the famous De Lorean silhouette. M, L & XL

MUG $6.95

White marbleized top quality mug with logo.

SWEAT SHIRTS $36.95

Fleece wear, famous brand long sleeve sweat shirt in 90% cotton and 10% polyester. Double stitched, banded bottom. Charcoal embroidered on front and back. L & XL

BOXER SHORTS $14.95

White, unisex shorts with continual, alternating patterns of DMC and De Lorean silhouette. M, L, XL

T-SHIRTS $15.95

100% cotton, famous name brand short sleeved shirts with DMC/De Lorean Motor Company on the front left and the De Lorean silhouette on the back. L & XL

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MEET THE WILD ONES!

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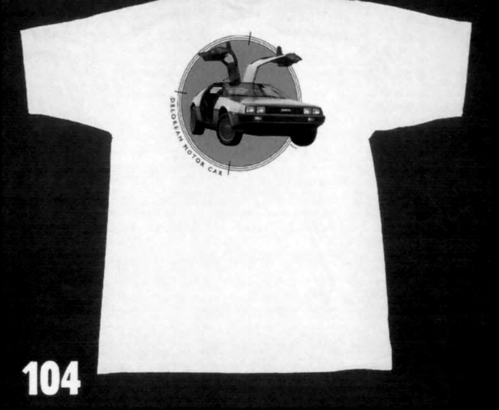

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Meet our brand new line of DeLorean shirts. From the unique DMC logo on the front to the colorful, flying DeLorean on the back, these high quality winners have the brightest, wildest graphics we've ever produced. Every DeLorean fan will want at least one.

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DeLorean Owners Association Products
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(818) 547-3638 phone/fax

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CLASSIFIED *continued...*

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1981 DeLorean VIN #6771, 17,000 miles. 5-speed. Garaged, cover, mags, price sticker. Serviced by DeLorean One. $18,500 or best offer. 941-498-7191.

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NOTICE!!!!

Please send all DeLorean World articles and photographs directly to the editor:

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P.O. Box 423
Tujunga, CA 91043
Phone/Fax (818) 352-7232
e-mail:
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Text is preferred in Wordperfect, Word, or ASCII format on a 3.5" disk.

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Volume 15, No. 1 Jan. 1, 1998
Volume 15, No. 2 Apr. 1, 1998

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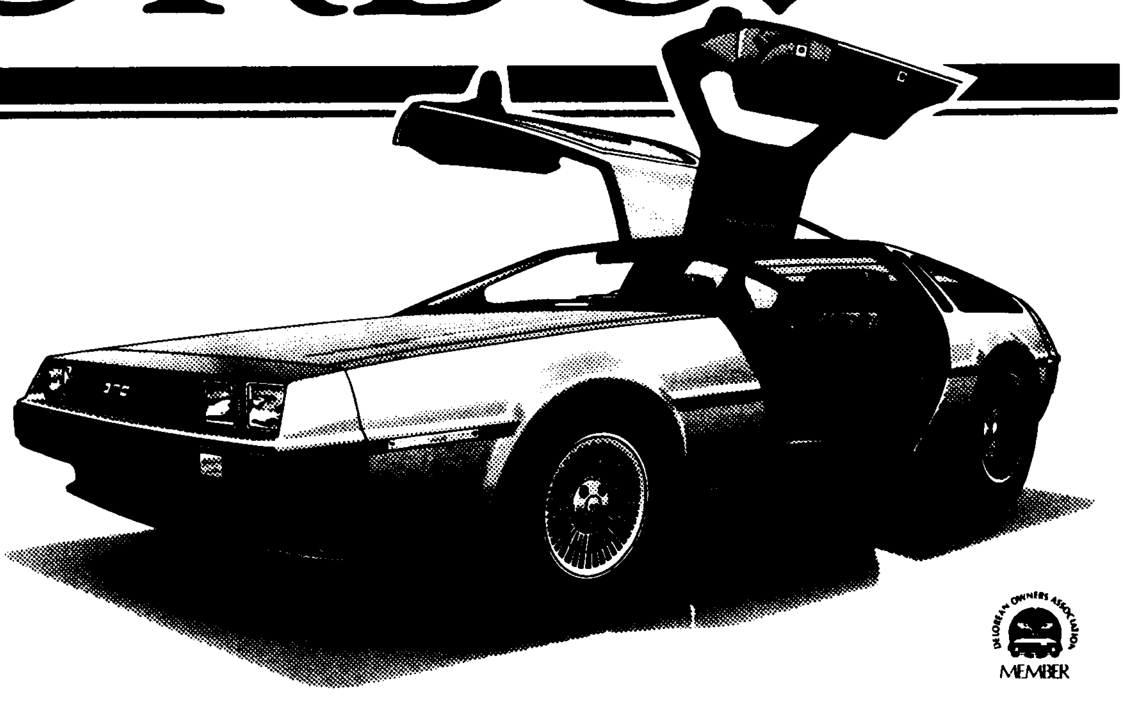

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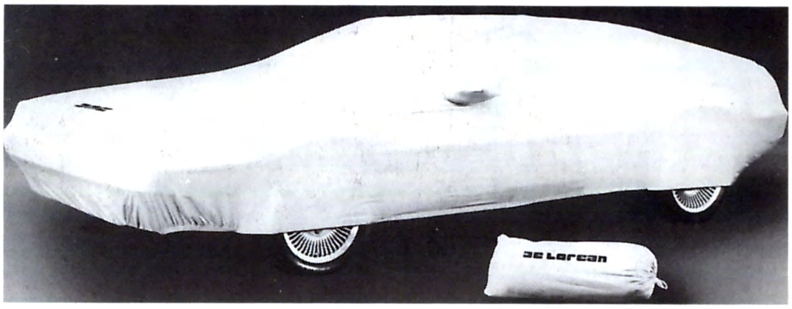

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